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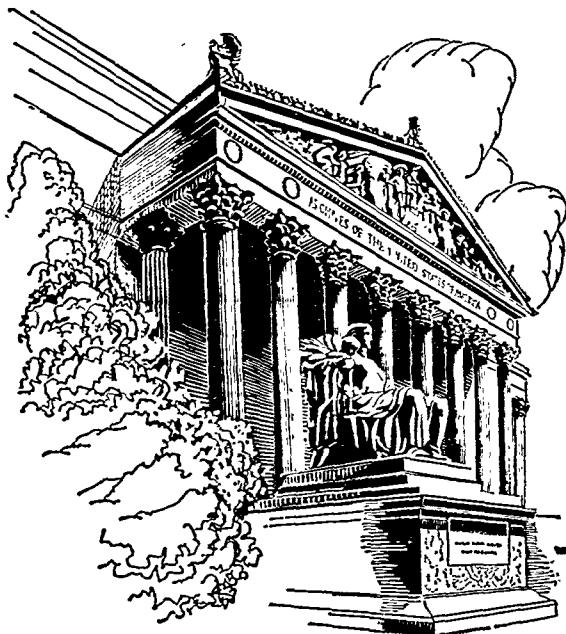
Wednesday, April 27, 1966 • Washington, D.C.

Pages 6349-6400

Agencies in this issue—

Civil Service Commission
Consumer and Marketing Service
Federal Aviation Agency
Federal Maritime Commission
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Foreign Assets Control Office
General Services Administration
Housing and Urban Development
Department
Interior Department
Interstate Commerce Commission
Labor Department
Land Management Bureau
Post Office Department
Reclamation Bureau
Securities and Exchange Commission
Small Business Administration

Detailed list of Contents appears inside.



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(As of January 1, 1966)

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List of CFR Parts Affected

(Codification Guide)

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1966, and specifies how they are affected.

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Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Housing and Urban Development

In F.R. Doc. 66-4209, appearing in the issue of April 19, 1966, at page 5939, paragraph (f) and subparagraph (1) thereunder were added in error and the document should read as follows:

§ 213.3384 Department of Housing and Urban Development.

(d) Office of the Assistant Secretary for Metropolitan Development. * * *

(2) One Staff Assistant for Metropolitan Development.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 66-4601; Filed, Apr. 26, 1966; 8:49 a.m.]

PART 550—PAY ADMINISTRATION (GENERAL)

Subpart E—Compensation From More Than One Civilian Office

SPECIFIC EXCEPTIONS

Section 550.505 is amended to permit service under multiple-designation appointments in the train and engine service of the Alaska Railroad without regard to section 301(a) of the Dual Compensation Act. Effective on publication in the FEDERAL REGISTER paragraph (j) is added to § 550.505 as set out below.

§ 550.505 Specific exceptions.

When appropriate authority in the department or agency concerned, or in the municipal government of the District of Columbia, or person to whom he has delegated the authority, determines that personal services otherwise cannot be readily obtained, section 301(a) of the act does not apply to:

(j) Compensation for employment by the Department of the Interior in multiple-designation appointments in the train and engine service of the Alaska Railroad.

(Sec. 301(b), 78 Stat. 484, 5 U.S.C. 3105)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 66-4602; Filed, Apr. 26, 1966; 8:50 a.m.]

PART 771—EMPLOYEE GRIEVANCES AND ADMINISTRATIVE APPEALS

PART 772—APPEALS TO THE COMMISSION

Miscellaneous Amendments

Sections 772.306(a) and 772.307 are amended by inserting "calendar" before "days" to make clear that "days" does not mean "working days." For the same reason, paragraph (g) is added to § 771.202 to supply a definition of "days." Effective on publication in the FEDERAL REGISTER the following sections are amended as set out below.

§ 771.202 Definition.

(g) "Days" means calendar days.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218, E.O. 10987, 27 F.R. 550)

§ 772.306 Decision on initial appeal.

(a) The office of the Commission having initial jurisdiction of the appeal, after making such investigation as it considers necessary, shall issue a written decision and send copies thereof to the appellant, his representative, and the agency. The decision on each appeal covered by this part shall contain findings, recommendations for any corrective action required, and notification of the right of either party to appeal to the Board of Appeals and Review. In addition, the decision on each appeal under Subpart H, Part 315, and Subparts B and C of Part 752, and Part 754 of this chapter, shall include an analysis of the findings and a statement of the reasons for the conclusions reached. Except as provided in paragraph (b), the agency shall report, within seven calendar days after receipt of the decision, that it has carried the decision into effect or that it is appealing the decision to the Board.

§ 772.307 Further appeal to the Board of Appeals and Review.

(a) Right of further appeal. Both parties are entitled to appeal the decision on the initial appeal issued under § 772.306 to the Board of Appeals and Review, U.S. Civil Service Commission, Washington, D.C., 20415. An appeal to the Board of Appeals and Review shall be in writing, set forth the reasons for the appeal, and be filed with the Board with-

in seven calendar days after receipt of the decision on the initial appeal. The Board may extend the time limit in this paragraph when a party shows that circumstances beyond the control of the party prevented the filing of the appeal within the time limit.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; secs. 11, 14, 19, 58 Stat. 390, 391, as amended, sec. 1101, 63 Stat. 971, sec. 113, 68 Stat. 1108; 5 U.S.C. 631, 633, 860, 863, 868, 1072, 1072a; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218, E.O. 10988, 27 F.R. 551)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 66-4603; Filed, Apr. 26, 1966; 8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 7263; Amdt. 39-228]

SUBCHAPTER C—AIRCRAFT

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Models 707 and 720 Series Airplanes

Pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), an amendment to Amendment 39-220 (31 F.R. 5482), AD 66-10-1, was adopted on April 15, 1966, and made effective immediately as to all known United States operators of Boeing Models 707 and 720 Series airplanes. Since the Agency has determined that it is necessary to reduce the compliance time for high-time airplanes from 350 hours to 50 hours' time in service, Amendment 39-220 was so revised.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making this amendment effective immediately as to all known U.S. operators of Boeing Models 707 and 720 Series airplanes by individual telegrams dated April 15, 1966. These conditions still exist and the amendment is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

Amendment 39-220 (31 F.R. 5482), AD 66-10-1, Models 707 and 720 Series airplanes, is amended by amending paragraphs (d) and (e) to read as follows:

(d) For airplanes with 14,650 or more but less than 15,350 hours' time in service inspect in accordance with paragraph (f) of this AD and rework uncracked parts in accordance

with Part IV of Bulletin 2399 (R-2) before the accumulation of 15,350 hours' time in service or within the next 50 hours' time in service after April 16, 1966, whichever occurs later, unless already accomplished.

(e) For airplanes with 15,350 or more hours' time in service inspect in accordance with paragraph (f) of this AD and rework uncracked parts in accordance with Part IV of Bulletin 2399 (R-2) within the next 50 hours' time in service after April 16, 1966, unless already accomplished.

This amendment shall become effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated April 15, 1966.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423))

Issued in Washington, D.C., on April 20, 1966.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-4548; Filed, Apr. 26, 1966;
8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket 65-EA-109]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND REPORTING POINTS

Designation of Transition Area

On page 1205 of the FEDERAL REGISTER for January 29, 1966, the Federal Aviation Agency published proposed regulations which would designate a 700-foot floor transition area over Elyria Airport, Elyria, Ohio.

Interested parties were given 30 days after publication in which to submit written data or views.

Objections were received from the Lorain County Regional Planning Commission, the Elyria Chamber of Commerce, the County of Lorain County Commissioners and a Mr. Harry J. P. Woltz, a resident of Elyria, Ohio. All of the aforementioned parties objected to the designation on the grounds that Lorain County was presently contemplating the establishment of a Regional County Airport. They were of the opinion that the designation of the transition area might give a vested interest in air rights to the privately operated Elyria Airport in derogation of any future rights for the proposed regional airport.

The designation of airspace under criteria for Part 71 of the Federal Aviation Regulations is not an irrevocable assignment of a vested interest in the airspace. The designation is one which is completely dependent upon the need of protecting aircraft in the airways and in the vicinity of airports. Therefore, should a regional airport be established, if such airport meets the criteria for Part 71, then upon public notice and rule, airspace will also be designated to protect aircraft operating to and from such airport. It is further noted that it is not a rare instance that contiguous airports are protected by the same portions of airspace.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., May 26, 1966.

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on March 29, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate an Elyria, Ohio, transition area described as follows:

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 41°19'55" N., 82°06'00" W., of Elyria Airport, Elyria, Ohio, and within 2 miles each side of the Cleveland, Ohio VORTAC 120° and 300° radials extending from the 4-mile radius area to 8 miles northwest of the VORTAC.

[F.R. Doc. 66-4549; Filed, Apr. 26, 1966;
8:45 a.m.]

[Airspace Docket No. 65-EA-86]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On page 1204 of the FEDERAL REGISTER for January 29, 1966, the Federal Aviation Agency published proposed regulations which would alter the Franklin, Va., transition area.

Interested persons were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., June 23, 1966.

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on April 14, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to add the phrase, "within 2 miles each side of the Franklin, Va., VOR 096° radial extending from the 5-mile radius to 13 miles east of the VOR".

[F.R. Doc. 66-4550; Filed, Apr. 26, 1966;
8:45 a.m.]

[Airspace Docket No. 65-EA-94]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On page 1204 of the FEDERAL REGISTER for January 29, 1966, the Federal Aviation Agency published proposed regulations which would alter the Pottstown, Pa., transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., June 23, 1966.

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on April 14, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Pottstown, Pa., transition area and insert in lieu thereof the following:

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°15'37" N., 75°40'09" W. of Pottstown Municipal Airport, Pottstown, Pa.; within a 5-mile radius of the center, 40°14'15" N., 75°33'45" W. of Pottstown Airport, Pottstown, Pa.; within 2 miles each side of the centerline of Runway 1, Pottstown Municipal Airport, extended from the 6-mile radius area to 8 miles north of the end of the runway; within 5 miles east and 8 miles west of the Pottstown, Pa., VOR 190° radial extending from the VOR to 12 miles south of the VOR.

[F.R. Doc. 66-4551; Filed, Apr. 26, 1966;
8:45 a.m.]

[Airspace Docket No. 65-EA-107]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On page 2553 of the FEDERAL REGISTER for February 9, 1966, the Federal Aviation Agency published proposed regulations which would designate a 700-foot floor transition area over Mansfield Municipal Airport, Mansfield, Mass.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., June 23, 1966.

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on April 14, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Mansfield, Mass., transition area described as follows:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°00'05" N., 71°11'55" W., of the Mansfield Municipal Airport, Mansfield, Mass., and within 2 miles each side of the Whitman, Mass., VOR 249° radial extending from the 5-mile radius area to the VOR, excluding that portion that coincides with the Boston, Mass., transition area.

[F.R. Doc. 66-4552; Filed, Apr. 26, 1966;
8:45 a.m.]

[Airspace Docket No. 66-EA-2]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On page 1205 of the FEDERAL REGISTER for January 29, 1966, the Federal Aviation Agency published proposed regulations which would designate a 700-foot

floor transition area over Plymouth Municipal Airport, Plymouth, Mass.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., June 23, 1966.

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on April 14, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Plymouth, Mass., transition area described as follows:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54'36" N., 70°43'44" W., of Plymouth Municipal Airport, Plymouth, Mass., and within 2 miles each side of the Whitman, Mass., VOR 129° radial extending from the 5-mile radius area to the VOR, excluding that airspace which coincides with the Boston, Mass., and Taunton, Mass., 700-foot transition areas.

[F.R. Doc. 66-4553; Filed, Apr. 26, 1966; 8:45 a.m.]

[Airspace Docket No. 66-EA-4]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On pages 3078 and 3079 of the FEDERAL REGISTER for February 24, 1966, the Federal Aviation Agency published proposed regulations which would designate a 700-foot floor transition area over Cherry Springs Airport, Galeton, Pa.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective (72 Stat. 749; U.S.C. 1348))

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on April 14, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Galeton, Pa., 700-foot floor transition area described as follows:

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°39'50" N., 77°49'15" W., of Cherry Springs Airport, Galeton, Pa., and within 2 miles each side of the Slate Run, Pa., VOR 037° radial extending from the 5.5-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset, daily.

[F.R. Doc. 66-4554; Filed, Apr. 26, 1966; 8:45 a.m.]

[Airspace Docket No. 66-WA-2]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Area

On November 2, 1965, Airspace Docket No. 65-WA-60, which designated the Nashua, N.H., Temporary Restricted Area, R-4902, from November 4, 1965, through February 4, 1966, was published in the FEDERAL REGISTER (30 F.R. 13864). On January 25, 1966, Airspace Docket No. 66-WA-2, which extended the time of designation of R-4902 through April 30, 1966, was published in the FEDERAL REGISTER (31 F.R. 958). The area was designated to accommodate a classified operation involving unusual maneuvers by jet aircraft that would be hazardous to nonparticipating aircraft.

The Department of the Navy has now advised the Federal Aviation Agency that the operation being conducted in R-4902 will not be completed by April 30, 1966. As a result, it has stated that an urgent military requirement exists for the continuation of the restricted area through October 31, 1966. The Navy further states that action is being taken to transfer this operation to another restricted area. However, time and money considerations preclude making the transfer within the next few months and therefore the retention of R-4902 is required to permit a continuation of this operation.

Since the Department of the Navy has stated that the continued designation of the area is of urgent military necessity, the Administrator has determined that it is contrary to the public interest to comply with the notice, public procedure, and effective date requirements of the Administrative Procedure Act. Therefore, this amendment may become effective in less than thirty days.

In consideration of the foregoing, effective immediately, Part 73 of the Federal Aviation Regulations is amended as hereinafter set forth.

In § 73.49 (31 F.R. 2322, 958), R-4902 Nashua, N.H. (Temporary), is amended as follows: "Time of designation 0900 e.s.t. to sunset, November 4, 1965, through April 30, 1966," is deleted, and "Time of designation, 0900 local time to sunset, November 4, 1965, through October 31, 1966," is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Washington, D.C., on April 20, 1966.

WILLIAM E. MORGAN,
Acting Director,
Air Traffic Service.

[F.R. Doc. 66-4555; Filed, Apr. 26, 1966; 8:45 a.m.]

[Airspace Docket No. 65-SW-41]

PART 73—SPECIAL USE AIRSPACE

Designation of Temporary Restricted Area

On January 11, 1966, a notice of proposed rule making (NPRM) was published in the FEDERAL REGISTER (31 F.R. 297) stating that the Federal Aviation Agency was considering an amendment

to Federal Aviation Regulations (FARs) which would designate a temporary restricted area from May 26 through September 30, 1966, extending from the vicinity of Alexandria, La., to approximately 20 miles south of Fort Smith, Ark. On February 23, 1966, a Supplementary NPRM was issued extending the comment period to March 11, 1966.

The designation of restricted airspace was requested by Joint Task Force Two (JTF-2) to contain the flights of various types of aircraft at altitudes normally less than five hundred feet and at speeds ranging from 170 to 600 knots.

Interested persons were afforded an opportunity to participate in the rule-making through submission of comments. Further, the proposal was discussed and comments solicited at Houston, Fort Worth and Memphis ARTCCs Advisory Committee Meetings. Due consideration was given to all relevant matter presented.

Comments have been received from 33 persons. Nearly all of the comments received either objected or suggested changes to the proposal.

A small number of comments received were general objections to the restricted area or objections to the selection of that section of the country. As stated in the NPRM, the purpose of establishing the restricted area is to contain an activity that would be hazardous to nonparticipating aircraft. Visual navigation and target acquisition at the altitudes and speeds to be flown in this test series will command the full attention of the pilot to the extent that he would be unable to observe other aircraft. This area was selected for the similarity of terrain and foliage that is expected to be encountered in areas where U.S. military forces are currently operating, and where these operations would not cause an undue amount of disruption to normal aviation activities.

The two largest groups of objections related to the impact upon pipeline and powerline patrol flights flown at low altitudes, and upon aerial applicators or crop dusters. However, the majority of these objections were based upon a mistaken belief that daylight access to the restricted area would be denied. Many stated that a limitation of the restricted area to definite 7-hour periods each day would be acceptable and most evidenced a belief that a satisfactory solution could be worked out. The military requirement includes flights of different types of aircraft under sunlight conditions of varying intensities and angles of incidence. Therefore, the capability to fly the routes late and early is required and the uncertainties related to the availability of the military aircraft as well as adverse weather conditions preclude a predetermined scheduling of the activity for more than twelve hours in advance of use.

The duration of each daily operation schedule is limited by the 8-hour maximum daily period the C-130 aircraft can remain on station at FL 230 while recording telemetric data transmitted from the test aircraft. JTF-2 has stated that usually the area will be activated for a

6-hour period centered on the time when the sun is at its zenith, and that generally the area will be available to civil aviation for a 3- to 4-hour period both before and after the daily activation of the restricted area. In addition, since the area is designated as a joint-use restricted area, JTF-2 will relinquish the area to the controlling agency when test flights are not being conducted.

A considerable number of comments stated that the region around Colfax, La., in the Red River Valley is an area of intensive farming activity with a correspondingly large requirement for crop dusting. This area is at the entrance to both of the proposed corridors. JTF-2 has agreed to avoid low level flight southwest of U.S. Highway 71. Therefore this area is excluded from the restricted airspace.

The Mayor of Minden, La., the Minden Chamber of Commerce and pilots based at the Minden-Webster Airport objected to the proposal on the basis that the type of military test flights planned could endanger aircraft operations around the Minden-Webster Airport. The airport is more than a mile beyond the proposed restricted area boundary and participating pilots should not violate the boundary when operating in accordance with the test procedures. However, at a meeting conducted at Mena to discuss the problem, JTF-2 agreed to instruct participating pilots to remain at all times east of the high tension powerline which is easily discernible from the air and is oriented on a north-south line approximately 3 miles southeast of the airport.

The National Business Aircraft Association (NBAA) commented that if JTF-2 could operate from 0900 to 1500, and the C-130 aircraft actively control operations to insure that test flights remain within the restricted area, the proposal would be acceptable. Further, it was recommended that a C-130 be equipped with a VHF frequency to permit direct contact with nonparticipating aircraft desiring to use the restricted area.

Test flights normally will operate within the time mentioned by NBAA, and the designation of a restricted area from 0900 to 1500 would reduce the inconvenience to the civil aviation interests which have a requirement to operate at low altitudes during early mornings and evenings. However, such a designation would not permit the gathering of necessary data to successfully complete the JTF-2 test evaluation program. In view of the importance of this test to current and future military operations and the fact that JTF-2 will make every reasonable effort to accommodate flights through the area, the degree of inconvenience to civil operators is not considered as significant as the benefits which will accrue from the conduct of the test.

The C-130 aircraft will be instrumented to monitor the test flights by electronic recording devices. This information will not be available to the crew of the C-130 for possible course adjustment of test flight aircraft. However, several spotters on the surface will visually observe the tract and will im-

mediately report if a test aircraft is not on course. Two radar units located in the target area north of Victor 54 North will monitor the test flights from approximately Victor 54 to the completion of the test runs.

JTF-2 was requested to determine whether nonparticipating pilots could maintain direct radio contact with the C-130 aircraft to obtain clearances through the restricted area. It was determined that there was not sufficient space remaining available for the additional equipment and an operator to provide this service.

The Aircraft Owners and Pilots Association expressed concern for the effect of the restricted area on aerial applicator and patrol activities and for the one public and two private airports which are within the boundaries of the area. The comments regarding aerial applicator and patrol operations have been discussed previously. A 1-mile radius around the Heavener, Okla., airport has been excluded from the restricted area to permit continued airport operations. It appears that the restricted area will not derogate aviation activities at the two private airports.

A comment from a pilot for the Louisiana State police expressed concern for the effect this restricted area will have on law enforcement and civil emergency activities as well as the commercial operations mentioned previously. Flights of an emergency nature or those with a critical necessity to operate within the restricted area when in use by JTF-2 may obtain the necessary approval by communicating with the Test Director, England AFB, Alexandria, La., by a reverse charge telephone call or by contacting the Houston, Tex., Fort Worth, Tex., or Memphis, Tenn., ARTCC.

The average altitude of this restricted area throughout the length of each corridor will be approximately 1,000 feet above the surface. Therefore it should not interfere with the use of Federal airways or with transient aircraft operating in accordance with VFR which may overfly the restricted area.

JTF-2 has agreed that a firm daily schedule will be available at least 12 hours in advance of the time the restricted area will be activated and that this information will be given to the common communications media including newspapers, radio and TV broadcast stations, and will be available from FAA control towers, flight service stations and other control facilities surrounding the area. Additionally, consideration will be given to requests from persons having a legitimate need to conduct flight within the restricted area at a definite time and place during periods of activation. JTF-2 will accept collect telephone calls from pilots requesting access to the area when made to the Test Director at England AFB, Alexandria, La., or the Mena Command Post, Mena, Ark. The JTF-2 will provide adequate telephone facilities to handle the incoming calls. The telephone at the Mena Command Post will be manned from 2 hours preceding the start of the daily test activities to 2 hours after cessation. Initially the Test Director's telephone will be manned

24 hours a day. However, the FAA may authorize an adjustment to this schedule when the actual requirements are learned. The telephone numbers will be publicized throughout the area prior to the start of the tests.

In consideration of the foregoing Part 73 of the FARs is amended effective May 26, 1966, as hereinafter set forth.

In § 73.38 (31 F.R. 2314) the following is added:

R-3806 ALEXANDRIA, LA. (TEMPORARY)

Boundaries: The airspace within the arc of a 4.6 statute-mile radius circle centered on the first and last set of coordinates defining each corridor and the airspace within 4.6 statute miles on each side of two courses defined by coordinates as follows:

East Course: Beginning at latitude 31°-33'30" N., longitude 92°39'30" W.; to latitude 32°22'30" N., longitude 92°56'05" W.; to latitude 32°45'45" N., longitude 92°46'05" W.; to latitude 33°32'50" N., longitude 93°14'30" W.; to latitude 34°01'30" N., longitude 93°17'45" W.; to latitude 34°26'05" N., longitude 93°39'00" W.; to latitude 34°39'45" N., longitude 93°56'00" W.; to latitude 34°-45'30" N., longitude 94°04'30" W.; to latitude 34°58'30" N., longitude 94°09'45" W.; thence via the arc of an 11.2 statute-mile radius circle centered at latitude 34°56'10" N., longitude 93°58'05" W.; to latitude 34°-58'30" N., longitude 93°46'30" W.; to latitude 34°49'40" N., longitude 93°42'05" W.; to latitude 34°44'00" N., longitude 93°39'00" W.; to latitude 34°38'00" N., longitude 93°33'30" W.;

The portions of the restricted area southwest of U.S. Highway 71 (vicinity of Colfax, La.), and north of latitude 35°00'00" N. are excluded.

West Course: Beginning at latitude 31°33'30" N., longitude 92°39'30" W.; to latitude 32°17'30" N., longitude 93°03'50" W.; to latitude 33°04'10" N., longitude 93°-19'30" W.; to latitude 33°37'30" N., longitude 93°22'50" W.; to latitude 34°08'50" N., longitude 93°42'45" W.; to latitude 34°21'00" N., longitude 93°51'45" W.; to latitude 34°-41'30" N., longitude 94°07'20" W.; to latitude 34°53'10" N., longitude 94°12'00" W.; to latitude 35°05'50" N., longitude 94°24'30" W.; thence via the arc of a 9.3 statute-mile radius circle centered at latitude 35°00'45" N., longitude 94°32'45" W.; to latitude 35°-00'00" N., longitude 94°42'45" W.; to latitude 34°50'40" N., longitude 94°38'00" W.; to latitude 34°40'50" N., longitude 94°36'30" W.; to latitude 34°27'30" N., longitude 94°-25'20" W.;

Portions of the restricted area southwest of U.S. Highway 71 (vicinity of Colfax, La.), north of latitude 35°00'00" N., and within a 1-mile radius of Heavener, Okla., airport (latitude 34°55'37" N., longitude 94°35'54" W.) are excluded.

Designated altitudes: Surface to 1,400 feet MSL from point of beginning to 4 nmi north of and parallel to the centerline of V-54 north alternate, thence 3,500 feet MSL to the completion of the courses.

Time of designation: Sunrise to sunset, Monday through Saturday from May 26, 1966, through September 30, 1966. Maximum daily use, 8 hours.

Controlling agency: FAA, Houston ARTCC.
Using agency: Joint Task Force Two, Sandia Base, N. Mex.

(Sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Washington, D.C., on April 22, 1966.

ARVIN O. BASNIGHT,
Acting Administrator.

[F.R. Doc. 66-4608; Filed, Apr. 26, 1966; 8:50 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7183; Amdt. 471]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELED, EFFECTIVE 2 APR. 1966.

City, Kodiak; State, Alaska; Airport name, Kodiak NAS; Elev., 77'; Fac. Class., SBRAZ; Ident., NHB; Procedure No. 1, Amdt. 4; Eff. date, 1 Feb. 64; Sup. Amdt. No. 3; Dated, 14 Dec. 63

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AT LOM	ATL RBn	Direct	2500	T-dn	300-1	300-1	200-1/2
AZ LOM	ATL RBn	Direct	2500	C-dn	400-1	500-1	500-1 1/2
REG VOR	ATL RBn (final)	Direct	2000	S-dn-27 R and	400-1	400-1	400-1
ATL VOR	ATL RBn	Direct	2500	L			
AL LOM	ATL RBn	Direct	2500	A-dn	800-2	800-2	800-2
MDU VOR	ATL RBn	Direct	2500				

Radar available.

Procedure turn S side of crs. 090° Outbnd, 270° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to Runway 27R, 270°—4.7 miles, to Runway 27L, 261°—5.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 27R: Within 4.7 miles after passing ATL RBn, climb to 3000' on 270° bearing within 20 miles. Runway 27L: Within 5.3 miles after passing ATL RBn, turn left, climb to 3000' and proceed direct to ATL VOR.

Note. TDZ-3R, CL-3R/27L, VASI-27L/27R, REIL-27R. MSA within 25 miles of facility: 000°-090°—3700'; 090°-180°—2200'; 180°-270°—3700'; 270°-360°—4000'.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., H-SAB; Ident., ATL; Procedure No. 3, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 2 Jan. 65

API-VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-1/2
Surf Int.	LOM	Direct	2500	C-dn	500-1	500-1	500-1 1/2
Big Run Int.	LOM	Direct	2500	S-dn-13R/L*	500-1	500-1	500-1
MX RBn	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Griffith Int.	MX RBn	Direct	2500				

Radar available.

Procedure turn W side of crs. 312° Outbnd, 132° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2200'.

Crs and distance, facility to airport 132°—5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing LOM, make right turn, climb to 2300' and proceed to Peotone VOR Inbnd on R 001°.

*400' straight-in minimums authorized provided descent below 1100' not made until past ADF bearing, 200° from MDW RBn.

MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—2100'; 180°-270°—2400'; 270°-360°—2600'.

City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619'; Fac. Class., LOM; Ident., MD; Procedure No. 1, Amdt. 3; Eff. date, 2 Apr. 66; Sup. Amdt. No. 22; Dated, 26 June 65

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Crib Int.	MX RBN	Direct	2000	T-dn	300-1	300-1	200-1/2
Griffith Int.	Calumet Int.	Via bearing 132° from MX RBN.	2000	C-dn	500-1	500-1	500-1 1/2
Calumet Int.	MX RBN (final)	Direct	1500	S-dn-3IL and R.	500-1	500-1	500-1
Big Run Int.	MX RBN	Direct	2000	A-dn	800-2	800-2	800-2
API VOR	MX RBN	Direct	2300				
CGT VOR	Calumet Int.	Via CGT, R 356°	2000				

Radar available.

Procedure turn, E side of crs, 132° Outbnd, 312° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 312°—3.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing LOM, make left turn, climbing to 2300', proceed to Peotone VOR Inbnd on R 001°.

NOTE: Final approach from holding pattern not authorized. Procedure turn required.

Other change: Note deleted concerning missed approach.

MSA within 25 miles of the facility: 000°-090°—2600'; 090°-180°—2100'; 180°-270°—2400'; 270°-360°—2600'.

City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619'; Fac. Class., LOM (MHW); Ident., MX; Procedure No. 2, Amdt. 15; Eff. date, 2 Apr. 66; Sup. Amdt No. 14; Dated, 7 Nov. 64

FAR VOR	FAR RBN	Direct	2500	T-dn	300-1	300-1	200-1/2
FA LOM	FAR RBN	Direct	2500	C-dn	500-1	500-1	500-1 1/2
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 351° Outbnd, 171° Inbnd, 2500' within 10 miles of FAR RBN.

Minimum altitude over facility on final approach crs, 2200'.

Crs and distance, facility to airport, 171°—4.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing FAR RBN, climb to 2300 on 171° bearing from FAR RBN within 15 miles of FAR RBN.

MSA within 25 miles of the facility: 000°-090°—2400'; 090°-180°—2700'; 180°-360°—3200'.

City, Fargo; State, N. Dak.; Airport name, Hector Field; Elev., 900'; Fac. Class., H-SAB; Ident., FAR; Procedure No. 2, Amdt. 1; Eff. date, 2 Apr. 66; Sup. Amdt. No. Orig; Dated, 21 Nov. 64

GJT VOR	GJT RBN	Direct	8100	T-dn%@	400-1	400-1	300-1
Mack Int.	Loma Int.	Direct	8000	C-dn	700-1	700-1	700-1 1/2
Loma Int.	GJT RBN (final)	Direct	8000	C-n#	700-2	700-2	700-2
Sharp Int.	GJT RBN	Direct	8000	A-dn	1000-2	1000-2	1000-2
Salt Creek Int.	GJT RBN	Direct	8000				

Procedure turn S side crs, 290° Outbnd, 110° Inbnd, 8000' within 10 miles.

Minimum altitude over facility on final approach crs, 7500'.

Crs and distance, facility to airport, 110°—9.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.3 miles after passing GJT RBN, make a right-climbing turn, proceed direct to GJT RBN, climb to 8000' on 290° bearing from RBN within 10 miles.

NOTE: REIL Runways 11 and 29.

Other changes: Deletes transition from Whitewater Int.

%IFR departures must comply with terrain/obstruction avoidance restrictions included in Grand Junction SID's.

@1000-3 required for Runway 4.

#All maneuvering to S of airport; high terrain N.

MSA within 25 miles of the facility: 000°-180°—12,000'; 180°-270°—11,000'; 270°-360°—10,800'.

City, Grand Junction; State, Colo.; Airport name, Walker Field; Elev., 4857'; Fac. Class., MHW; Ident., GJT; Procedure No. 1, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No 1; Dated, 4 Nov. 61

Polzer Int.	LOM (final)	Direct	2500	T-dn	300-1	300-1	200-1/2
Cleveland Int.	LOM	Direct	3200	C-dn	500-1	500-1	500-1 1/2
Inman Int.	LOM	Direct	3000	S-dn-3	400-1	400-1	400-1
Spartanburg VOR	LOM	Via SPA VOR, R 235.	2700	A-dn	800-2	800-2	500-2
Princeton Int.	LOM	Direct	2500				

Radar available.

Procedure turn S side of crs, 213° Outbnd, 033° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 033°—5.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing LOM, climb to 3000' on crs, 033° within 20 miles of LOM or, when directed by ATC, turn right, climb to 2500', proceed direct to SPA RBN. Hold SW, 1-minute right turns.

CAUTION: Water tank, 1100'—1/4 mile NW of instrument runway.

NOTE: CL-3/21, TDZ-3.

MSA within 25 miles of the facility: 000°-090°—5300'; 090°-180°—2000'; 180°-270°—3300'; 270°-360°—6000'.

City, Greer; State, S.C.; Airport name, Greenville-Spartanburg; Elev., 972'; Fac. Class., LOM; Ident., GS; Procedure No. 1, Amdt. 4; Eff. date, 2 Apr. 66; Sup. Amdt. No. 31; Dated, 15 Jan. 68

PROCEDURE CANCELED, EFFECTIVE 2 APR. 1966.

City, Kodiak; State, Alaska; Airport name, Kodiak NAS; Elev., 77'; Fac. Class., SBRAZ; Ident., NHB; Procedure No. 1, Amdt. 2; Eff. date, 1 Feb. 64; Sup. Amdt. No. Dated, 14 Dec. 63

RULES AND REGULATIONS

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ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ODI VOR.....	LSE RBN.....	Direct.....	2,800	T-d..... T-n..... C-d..... C-n..... S-dn-13..... A-dn.....	*400-1 *400-1½ 500-1 500-2 400-1 800-2	*400-1 *400-1½ 500-1 500-2 400-1 800-2	#400-1 #400-1½ 500-1½ 500-2 400-1 800-2

Procedure turn W side of crs, 301° Outbnd, 121° Inbnd, 2800' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Course and distance, facility to airport, 142°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing RBN, make immediate right-climbing turn to RBN, then continue climb to 2800' on 301° bearing from RBN within 10 miles.

NOTES: (1) Final approach from holding pattern at RBN not authorized. Procedure turn required. (2) When weather is below 800-2, aircraft departing Runways 3, 13, 18, 21, flight below 1900' beyond 2 miles of airport is prohibited between radials 040° and 270°, inclusive of the LSE VOR.

*300-1 authorized on Runways 31 and 36.

*200-½ authorized on Runways 31 and 36.
MSA within 25 miles of facility: 000°-270°—2900'; 270°-360°—3500'.

City, La Crosse; State, Wis.; Airport name, La Crosse Municipal; Elev., 653'; Fac. Class., SBH; Ident., LSE; Procedure No. 1, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 25 July 64

BSY VOR.....	LOM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-½
Oceanside Int.....	LOM (final).....	Direct.....	1300	C-dn.....	500-1	500-1	500-1½
MIA VOR.....	LOM.....	Direct.....	1500	S-dn-27L*.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn S side of crs, 087° Outbnd, 267° Inbnd, 1400' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 267°—4.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LOM, climb to 1500' on a crs of 267° within 20 miles of MI LOM.

NOTES: (1) Oceanside Int may be used in lieu of procedure turn when authorized by Miami approach control. (2) Holding pattern with 267° Inbnd crs to MI LOM, left turns may be used in lieu of procedure turn.

*Reduction below ¼ mile not authorized.

MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—1500'; 180°-270°—1700'; 270°-360°—2100'.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class., LOM; Ident., MI; Procedure No. 1, Amdt. 5; Eff. date, 2 Apr. 66; Sup. Amdt. No. 4; Dated, 25 Dec. 65

PIH VOR.....	LOM.....	Direct.....	7000	T-dn%.....	300-1	300-1	200-½
Falls Int.....	LOM.....	Direct.....	7000	C-dn*.....	500-1	500-1	500-1½
				S-dn-21.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn N side of crs, 019° Outbnd, 199° Inbnd, 7000' within 10 miles.

Minimum altitude over facility on final approach crs, 5500'.

Crs and distance, facility to airport, 208°—3.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, climb to 6500' on 232° crs from PI LOM within 15 miles.

CAUTION: High terrain SE through SW of airport.

*Circling not authorized S of airport.

%Takeoff all runways: Shuttle climb on R 235° of PIH VOR within 20 miles to minimum crossing altitude required for direction of flight. All turns N side of R 235°.

Direction of flight MCA

S, V21, V257..... 7300
E, 054° radial..... 6700

MSA within 25 miles of facility: 000°-090°—10,300'; 090°-180°—10,300'; 180°-270°—8500'; 270°-360°—6500'.

City, Pocatello; State, Idaho; Airport name, Pocatello Municipal; Elev., 4448'; Fac. Class., LOM; Ident., PI; Procedure No. 1, Amdt. 9; Eff. date, 2 Apr. 66; Sup. Amdt. No. 8; Dated, 26 Feb. 66

Granger Int.....	LOM.....	Direct.....	2900	T-dn.....	300-1	300-1	200-½
Preston Int.....	LOM.....	Direct.....	2900	C-dn.....	400-1	400-1	500-1½
RST VOR.....	LOM.....	Direct.....	2800	S-dn-31.....	400-1	400-1	400-1
Bell Int.....	LOM (final).....	Direct.....	2500	A-dn.....	800-2	800-2	800-2
Byron Int.....	LOM.....	Direct.....	2600				

Procedure turn N side crs, 127° Outbnd, 307° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 307°—4.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing LOM, climb to 2800' on 307° crs from LOM within 20 miles or, when directed by ATC, make left-climbing turn to 3000', proceed direct to the RST VOR.

Other change: Deletes transition from ODI VOR.

MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—3700'; 180°-270°—3100'; 270°-360°—2700'.

City, Rochester; State, Minn.; Airport name, Rochester Municipal; Elev., 1310'; Fac. Class., LOM; Ident., RS; Procedure No. 1, Amdt. 6; Eff. date, 31 Mar. 66; Sup. Amdt. No. 5; Dated, 23 Oct. 65

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ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RMG VOR	RMG RBN (final)	Direct	1600	T-dn*	300-1	300-1	200-1/2
Dalton Int	RMG RBN	Direct	3000	C-dn*	800-2	800-2	800-2
Kennesaw Int	RMG RBN	Direct	3000	A-dn#	800-2	800-2	800-2

Procedure turn W side of crs, 164° Outbnd, 344° Inbnd, 3000' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 004°—2.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles after passing RMG RBN, climb to 3500' on 004° crs within 15 miles.

NOTES: Contact Atlanta FSS by transmitting on appropriate frequency and receive on VOR frequency for IFR clearances.

CAUTION: Unlighted trees and terrain, 1182°—1 1/2 miles WNW of airport.

#Alternate minimums authorized only when US Weather Bureau weather service available from 0600-1400E except for air carriers provided they have approval of their arrangement for weather service.

*Night takeoffs and landings authorized for Runways 18-36 only.

MSA within 25 miles of facility: 000°-090°—4300'; 090°-180°—3800'; 180°-270°—4000'; 270°-360°—4300'.

City, Rome; State, Ga.; Airport name, Russel Field; Elev., 644'; Fac. Class., MHW; Ident., RMG; Procedure No. 1, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 4 Jan. 64

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-1/2
				C-dn	400-1	500-1	500-1 1/2
				S-dn-27L and R#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn S side of crs, 090° Outbnd, 270° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'; over ATL RBN or MDU, R 333° or Karen Int, 2000'.

Crs and distance, facility to Runway 27L, 270°—7.2 miles; ATL RBN or MDU, R 333° to Runway 27R, 270°—4.7 miles.

Crs and distance, facility to Runway 27L, 263°—7.7 miles; Karen Int to Runway 27L, 263°—5.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 27R: Within 7.2 miles after passing REG VOR, climb to 3000' on R 270° within 20 miles. Runway 27L: Within 7.7 miles after passing REG VOR, turn left, climb to 3000' and proceed direct to ATL VOR.

NOTE: TDZ-0R, CL-0R/27L, VASI-27R/27L, REIL-27R.

#400-1/2 authorized with operative high-intensity runway lights, except for 4-engine turbojets.

MSA within 25 miles of facility: 000°-090°—3700'; 090°-180°—2200'; 180°-270°—3300'; 270°-360°—4000'.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., L-BVOR; Ident., REG; Procedure No. 2, Amdt. 3; Eff. date, 2 Apr. 66; Sup. Amdt. No. 2; Dated, 13 Feb. 65

Georgetown Int	AUS VORTAC (final)	Direct	1800	T-dn	300-1	300-1	*300-1
				C-dn	700-1	700-1	700-1 1/2
				S-dn-16R**	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2
				DME/Radar minimums if 2.9-miles DME Fix, or Radar Fix received, minimums become:			
				S-dn-16R	400-1	400-1	400-1

Radar available.

Procedure turn W side of crs, 007° Outbnd, 187° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'; over 2.9-miles DME or Radar Fix on R 175°, AUS VORTAC, 1300'.

Crs and distance, facility to airport, 175°—5.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing VOR, turn right, climb to 3000' on R 189° within 15 miles or, when directed by ATIS, turn left, climb to 2000' on R 125° within 20 miles.

CAUTION: Tank, 855°—1.2 miles W of final approach crs, 2.3 miles NW of airport.

Other change: Deletes DME note.

*200-1/2 authorized on Runways 16R, 34L, 12R, and 30L only.

**Reduction of landing visibility not authorized.

MSAs within 25 miles of facility: 000°-090°—2100'; 090°-180°—2000'; 180°-270°—3000'; 270°-360°—2400'.

City, Austin; State, Tex.; Airport name, Robert Mueller Municipal; Elev., 631'; Fac. Class., H-BVORTAC; Ident., AUS; Procedure No. 1, Amdt. 18; Eff. date, 2 Apr. 63; Sup. Amdt. No. 17; Dated, 12 Mar. 66

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VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SSI VOR.....	St. Simons Int (final).....	Direct.....	500	T-dn..... C-d..... C-n..... S-d-4*..... S-n-4#..... A-dn..... If St. Simon Int received, the following minimums are authorized: C-dn..... S-dn-4.....	300-1 500-1 500-2 500-1 500-2 800-2 400-1 400-1	300-1 500-1 500-2 500-1 500-2 800-2 500-1 400-1	200-1/2 500-1 1/2 800-2 500-1 500-2 800-2 500-1 1/2 400-1

Procedure turn E side of crs, 203° Outbnd, 023° Inbnd, 1500' within 10 miles.
Minimum altitude over facility on final approach crs, 1000'.
Crs and distance, facility to airport, 023°—6.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.2 miles after passing SSI VOR, turn right, climb to 1500' on R 203°, SSI VOR within 10 miles.
AIR CARRIER NOTE: Takeoff Runway 8 and landing Runway 26 not authorized. Reduction not authorized Runways 15-33.
*Reduction below 3/4 mile not authorized.
#Reduction not authorized.
MSA within 25 miles of facility: 000°-180°—1200'; 180°-360°—1400'.
City, Brunswick; State, Ga.; Airport name, Malcolm-McKinnon; Elev., 20'; Fac. Class., BVOR; Ident., SSI; Procedure No. 1, Amdt. 4; Eff. date, 2 Apr. 66; Sup. Amdt. No. 3; Dated, 16 Nov. 63

PROCEDURE CANCELED, EFFECTIVE 2 APR. 1966.

City, Milford; State, Utah; Airport name, FAA Site 45; Elev., 5040'; Fac. Class., VORTACW; Ident., MLF; Procedure No. 1, Amdt. 3; Eff. date, 22 Aug. 59

COL VOR.....	Arlene Int.....	Via COL, R 046°..	2000	T-dn.....	300-1	300-1	200-1/2
Arlene Int.....	CRI VOR (final).....	Via R 221°.....	**1000	LDIN-dn-13L%.....	800-2	800-2	800-2
				LDIN-dn-13R.%.....	1000-3	1000-3	1000-3
				C-dn.....	NA	NA	NA
				A-dn.....	1000-3	1000-3	1000-3

Radar available.
Procedure turn not authorized.
Minimum altitude over facility on final approach crs., 1000'.**
Crs and distance, facility to lead-in lights, 041°—1.7 miles. Arc distance via lead-in lights to Runway 13L, 4.8 miles; 13R, 3.7 miles.
If visual contact not established upon descent to authorized landing minimums within 2.5 miles after passing CRI VOR, at the intersection of the 295° radial of JFK VOR, or if landing not accomplished proceed direct to JFK VOR, thence via JFK, R 077° to DPK VOR climbing to 3000'. Hold E 1-minute-left turns, Inbnd crs, 257°.
AIR CARRIER NOTE: Sliding scale not authorized.
%LDIN (lead-in light system) must be operational to execute this procedure. When visual reference established at 2.5 miles beyond CRI VOR, follow lead-in lights to Runway 13L or 13R. Do not descend below 500' until runway threshold in sight.
**When directed by ATC, cross CRI VOR or JFK VOR, R 280° between 1100' and 2000'.
MSA within 25 miles of facility: 000°-090°—2000'; 090°-270°—1600'; 270°-360°—2600'.
City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., T-VORW; Ident., CRI; Procedure No. VOR-13L/13R, Amdt. 4; Eff. date 2 Apr. 66; Sup. Amdt. No. 3; Dated, 18 Dec. 65

				T-dn%.....	300-1	300-1	200-1/2
				C-dn*.....	500-1	500-1	500-1 1/2
				S-dn-3.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.
Procedure turn N side of crs, 235° Outbnd, 055° Inbnd, 6800' within 10 miles. All turns N side of crs; high terrain S.
Minimum altitude over facility on final approach crs, 5400'.
Crs and distance, facility to airport, 033°—3.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.1 miles after passing PIH VOR, climb to 7000' on R 015° within 15 miles.
NOTES: (1) Final approach from holding pattern at PIH VOR not authorized, procedure turn required. (2) When authorized by ATC, DME may be used within 10 miles from R 150° clockwise to R 225° at 8000' and within 20 miles between R 225° clockwise to R 020° at 6800' to position aircraft for a straight-in approach with the elimination of procedure turn.
CAUTION: High terrain located SE through SW of airport.
*Circling not authorized S of airport.
%Takeoff all runways: Shuttle climb on the 235° radial of the PIH VOR within 20 miles to minimum crossing altitude required for direction of flight. All turns N side of 235° radial.

<i>Direction of flight</i>	<i>MCA</i>
S, V21, V257.....	7300
E, 054° radial.....	6700

MSA within 25 miles of facility: 000°-090°—10,300'; 090°-180°—10,300'; 180°-270°—8500'; 270°-360°—6500'.
City, Pocatello; State, Idaho; Airport name, Pocatello Municipal; Elev., 4448'; Fac. Class., BVORTAC; Ident., PIH; Procedure No. 1, Amdt. 8; Eff. date, 2 Apr. 66; Sup. Amdt. No. 7; Dated, 26 Feb. 66

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RMG RBN	RMG VOR	Direct	3000	T-dn#	300-1	300-1	200-1/2
Dalton Int.	RMG VOR	Direct	3000	C-d	1000-1	1000-1	1000-1 1/2
Kennesaw Int.	RMG VOR	Direct	3000	C-n#	1000-2	1000-2	1000-2
				S-d-30#	1000-1	1000-1	1000-1
				S-n-30#	1000-2	1000-2	1000-2
				A-dn#	1000-2	1000-2	1000-2
				If Shannon Int received, minimums become:			
				C-dn#	800-2	800-2	800-2
				S-dn-36#	500-1	500-1	500-1

Procedure turn W side of crs, 169° Outbnd, 349° Inbnd, 3000' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over VOR on final approach crs, 1700'; over Shannon Int, 1600'.

Crs and distance, VOR to airport, 349°—11 miles; Shannon Int to airport, 349°—3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 11 miles after passing RMG VOR, climb to 3500' on R 349° within 15 miles.

NOTE: Contact Atlanta FSS by transmitting on appropriate frequency and receive on RMG VOR frequency for IFR clearances.

CAUTION: Unlighted trees and terrain, 1182'—1 1/2 miles WNW of airport.

#Night takeoffs and landing authorized for Runways 18-36 only.

%Alternate minimums authorized only when U.S. Weather Bureau weather service available from 0600-1400E except for air carriers, provided they have approval of their arrangement for weather service.

MSA within 25 miles of facility: 000°-090°—4300'; 090°-180°—3800'; 180°-270°—4100'; 270°-360°—3800'.

**Reduction in landing visibility not authorized.

City, Rome, Ga.; Airport name, Russell Field; Elev., 644'; Fac. Class., L-BVOR; Ident., RMG; Procedure No. 1, Amdt. 3; Eff. date, 2 Apr. 66; Sup. Amdt. No. 2; Dated, 9 May 64

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Jackson VOR	Teton FM	Direct	11,300	T-dn#	1600-2	1600-2	1600-2
				C-dn#	1700-2	1700-2	1700-2
				A-dn#	NA	NA	NA

Procedure turn E side of crs, 183° Outbnd, 003° Inbnd, 11,300' within 11 miles of Teton FM.

Minimum altitude over Teton FM on final approach crs, 9100'.

Facility on airport, crs and distance, Teton FM to airport, 003°—3 miles; 3.6 miles Teton FM to VOR.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished when over Jackson VOR, climb to 12,000' via JAC VOR, R 012° to intercept DNW VOR, R 233°, thence direct to DNW VOR. Hold W of DNW VOR at 12,000' on DNW VOR, R 265°, or when directed by ATO, make right-climbing turn, climb to 14,000' on JAC VOR, R 183° within 20 miles. No turns authorized below 11,500'; all turns E.

NOTE: Final approach from holding pattern not authorized; procedure turn required.

CAUTION: High terrain all quadrants. Altitude setting from IDA FSS. VOR and fan marker receivers required.

All turns W of airport; high terrain E.

**Alternate minimums of 2400-3 authorized for air carriers with weather service at airport.

%IFR departures: Climb clear of clouds over airport to 3000'; then climb on JAC VOR, R 012° within 10 miles, all turns E, to sufficient altitude to cross JAC VOR at: 10,000' NBND to DNW; 13,000' WBND to IDA; 12,000' SBND to MLD; 14,200' WBND to DBS.

MSA within 25 miles of facility: 000°-090°—14,000'; 090°-180°—13,800'; 180°-270°—13,200'; 270°-360°—15,800'.

City, Jackson, State, Wyo.; Airport name, Jackson's Hole; Elev., 6444'; Fac. Class., L-BVOR; Ident., JAC; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 2 Apr. 66

Wilton Int.	JEF VOR	Direct	2900	T-d	500-1	500-1	500-1
REA VOR	JEF VOR	Direct	2900	T-n	500-2	500-2	500-2
Algoa Int.	JEF VOR	Direct	2400	Minimums when control zone effective:			
OBI VOR	Scott Int.	Direct	2400	C-dn&	700-1	700-1	700-1 1/2
Scott Int.	Cole Int (final)	Direct	1800	S-dn-12&	700-1	700-1	700-1
				A-dn&	1000-2	1000-2	1000-2
				Minimums when control zone not effective:			
				C-dn	800-1	800-1	800-1 1/2
				S-dn-12	800-1	800-1	800-1
				A-dn	NA	NA	NA

Procedure turn S side of crs, 301° Outbnd, 121° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 1247'.

Facility on airport, crs and distance, Cole Int to airport, 121°—5.8 miles; breakoff point to Runway 12, 116°—0.9 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing JEF VOR, climb to 2500' on JEF VOR, R 112° within 10 miles, make right turn and return to JEF VOR. Hold SE on JEF VOR, R 112°.

NOTE: Obtain altimeter setting from OBI FSS when control zone not effective.

CAUTION: 985' tower located 1.3 miles W of airport; 1000' tower located 2.7 miles SE of airport; 1151' tower located 3.9 miles NE of airport; and 1784' tower located 6.2 miles NE of airport.

&These minimums apply at all times for air carriers with approved weather reporting service.

*1347' when control zone not effective.

MSA within 25 miles of facility: 000°-090°—2800'; 090°-180°—2300'; 180°-270°—2200'; 270°-360°—2700'.

City, Jefferson City, State, Mo.; Airport name, Jefferson City Memorial; Elev., 547'; Fac. Class., L-BVOR; Ident., JEF; Procedure No. TerVOR-12, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 26 Feb. 66

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Wilton Int.	JEF VOR	Direct	2300	T-d	500-1	500-1	500-1
REA VOR	JEF VOR	Direct	2300	T-n	500-2	500-2	500-2
Alcoa Int.	JEF VOR	Direct	2400	Minimums when control zone effective:			
CBI VOR	Scott Int.	Direct	2400	C-dn	800-1	800-1	800-1½
Scott Int.	JEF VOR	Direct	2400	S-dn-30	800-1	800-1	800-1
				A-dn	1000-2	1000-2	1000-2
				Minimums when control zone not effective:			
				C-dn	900-1	900-1	900-1½
				S-dn-30	900-1	900-1	900-1
				A-dn	NA	NA	NA

Procedure turn S side of crs, 112° Outbnd, 292° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1347'.
 Facility on airport, crs and distance, breakoff point to Runway 30, 296'—0.9 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing JEF VOR, make right turn, climbing to 2500' on JEF VOR, R 112° within 10 miles, make right turn and return to JEF VOR.
 NOTE: Obtain altimeter setting from CBI FSS when control zone not effective.
 CAUTION: 935' tower located 1.3 miles W of airport; 1000' tower located 2.7 miles SE of airport; 1151' tower located 3.9 miles NE of airport; and 1734' tower located 6.2 miles NE of airport.
 *These minimums apply at all times for air carriers with approved weather reporting service.
 *1447' when control zone not effective.
 MSA within 25 miles of facility: 000°-090°—2800'; 090°-180°—2300'; 180°-270°—2200'; 270°-360°—2700'.

City, Jefferson City; State, Mo.; Airport name, Jefferson City Memorial; Elev., 547'; Fac. Class., L-BVOR; Ident., JEF; Procedure No. TerVOR-30, Amdt. 2; Eff. date 2 Apr. 66; Sup. Amdt. No. 1; Dated, 26 Feb. 66

PROCEDURE CANCELED, EFFECTIVE 2 APR. 1966.

City, Johnstown; State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2234'; Fac. Class., BVORTAC; Ident., JST; Procedure No. Ter VOR-5, Amdt. 2; Eff. date, 20 June 64; Sup. Amdt. No. 1; Dated, 21 May 65

POM VOR	Chino Int.	Direct	4000	T-dn	300-1	300-1	300-1
Prado Int.	Chino Int (final)	Direct	2700	C-dn	800-1	800-1	800-1½
				A-dn	1000-2	1000-2	1000-2

Radar available.
 Procedure turn W side of crs, 164° Outbnd, 344° Inbnd, 4000' within 10 miles of Chino Int.
 Minimum altitude over Chino Int on final approach crs, 2700'.
 Crs and distance, Chino Int to POM VOR, 344°—4 miles; VOR to airport, 355°—0.8 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of POM VOR, make left-climbing turn, climb via R 164° to Prado Int at 4000' or, when directed by ATC, turn right, climb via POM VOR, R 112° to ONT VOR at 4000'.
 *Northbound (235° thru 035°) and Southbound (150° thru 185°) IFR departures. Takeoff: Runway 8: Climb runway heading to intercept and proceed via ONT, R 303° to ONT VOR. Minimum altitude 3000'. Runway 26: After crossing the end of Runway 26, climb heading, 235° to 1400', turn left, intercept and climb via POM, R 254° and LGB, R 069° to V-16. Minimum altitude 3000'.
 *Weather service available 0700-2300.
 *All turns W side of crs, traffic restrictions E.
 MSA within 25 miles of facility: 000°-090°—11,100'; 090°-180°—4100'; 180°-270°—3000'; 270°-360°—9000'.

City, La Verne; State, Calif.; Airport name, Brackett Field; Elev., 1001'; Fac. Class., L-BVORTAC; Ident., POM; Procedure No. VOR (R 164°), Amdt. 1; Eff. date, 31 Mar. 66; Sup. Amdt. No. (R 163°) Orig.; Dated, 16 Oct. 65

PROCEDURE CANCELED, EFFECTIVE 2 APR. 1966.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354'; Fac. Class., BVORTAC; Ident., MCN; Procedure No. TerVOR-13, Amdt. 5; Eff. date, 27 Nov. 65; Sup. Amdt. No. 4; Dated, 10 Oct. 64

MDH RBn	MWA VOR	Direct	2000	T-dn	300-1	300-1	200-½
				Minimums when control zone effective:			
				C-dn	600-1	600-1	600-1½
				S-dn-2	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				Crab Orchard Int minimums; VOR and ADF receivers required:‡			
				C-dn	500-1	500-1	500-1½
				S-dn-2	500-1	500-1	500-1
				Minimums when control zone not effective:			
				C-dn	800-1	800-1	800-1½
				Crab Orchard Int minimums; VOR and ADF receivers required:‡			
				C-dn	600-1	600-1	600-1½
				S-dn-2	600-1	600-1	600-1

Procedure turn E side of crs, 205° Outbnd, 625° Inbnd, 1800' within 10 miles.
 Minimum altitude over Crab Orchard Int on final approach crs, 1071'.
 Facility on airport, crs and distance, breakoff point to Runway 2, 019'—0.8 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MWA VOR, climb to 2000' on MWA, R 010° within 10 miles, make right turn and return to MWA VOR.
 NOTE: Obtain altimeter setting from CGI FSS when control zone not effective.
 Other change: Deletes transition from Marion Int.
 *1271' when control zone not effective.
 *These minimums apply at all times for those air carriers with approved weather reporting service.
 MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2500'; 180°-270°—2200'; 270°-360°—2400'.

City, Marion; State, Ill.; Airport name, Williamson County; Elev., 471'; Fac. Class., L-BVOR; Ident., MWA; Procedure No. TerVOR-2, Amdt. 1; Eff. date, 31 Mar. 66; Sup. Amdt. No. Orig.; Dated, 14 Oct. 65

RULES AND REGULATIONS

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MDH RBN.....	MWA VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
				Minimums when control zone effective:			
				C-dn#.....	500-1	500-1	500-1 1/2
				S-dn-20#.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-dn.....	700-1	700-1	700-1 1/2
				S-dn-20#.....	700-1	700-1	700-1

Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 971'.

Facility on airport, crs and distance, breakoff point to Runway 20, 199°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MWA VOR, climb to 2000' on MWA, R 205° within 10 miles, make left turn and return to MWA VOR.

NOTE: Obtain altimeter setting from CGI FSS when control zone not effective.

Other change: Deletes transition from Marion Int.

& These minimums apply at all times for those air carriers with approved weather reporting service.

#Reduction not authorized for nonstandard REIL.

*1171' when control zone not effective.

MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2500'; 180°-270°—2200'; 270°-360°—2400'.

City, Marion; State, Ill.; Airport name, Williamson County; Elev., 471'; Fac. Class., L-BVOR; Ident., MWA; Procedure No. TerVOR-20, Amdt. 1; Eff. date, 31 Mar. 66; Sup. Amdt. No. Orig.; Dated, 14 Oct. 65

Hartsfield Int.....	MGR VOR.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1 1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-4#.....	500-1	500-1	500-1
				A-dn*.....	800-2	800-2	800-2

Radar available.

Procedure turn S side of crs, 229° Outbnd, 049° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 800'.

Crs and distance, breakoff point to runway, 038°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MGR VOR, climb to 1800' on R 049°, MGR VOR within 10 miles, return to MGR VOR. Hold SW, 229° Outbnd, 049° Inbnd, 1-minute right turns.

NOTE: Night operation authorized only on Runways 4-22 and from sunset to 2200. Advance notice required for operation of runway lights after 2200'.

*Authorized only for air carriers.

#Reduction below 1/2 mile not authorized.

MSA within 25 miles of facility: 000°-270°—1700'; 270°-360°—2400'.

City, Moultrie; State, Ga.; Airport name, Sunset; Elev., 290'; Fac. Class., L-BVOR; Ident., MGR; Procedure No. TerVOR-4, Amdt. 1; Eff. date, 2 Apr. 66; Sup. Amdt. No. Orig.; Dated, 27 June 64

ONT VOR.....	Norco Int.....	Direct.....	3200	T-dn%.....	300-1	300-1	300-1
RAL VOR.....	Norco Int.....	Direct.....	3200	C-dn#.....	600-1	600-1	600-1 1/2
Edgemont Int.....	RAL VOR.....	Direct.....	4000	S-dn-9.....	600-1	600-1	600-1
Colton RBN.....	RAL VOR.....	Direct.....	3700	A-dn*.....	1000-2	1000-2	1000-2
Prado Int.....	Upland Int.....	Direct.....	3300				
Upland Int.....	Norco Int (final).....	Direct.....	2000				

Radar available.

Procedure turn S side of crs, 277° Outbnd, 097° Inbnd, 3200' within 10 miles of Norco Int.

Minimum altitude over Norco Int on final approach crs, 2000'.

Crs and distance, Norco Int to VOR, 097°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of RAL VOR, turn right, climb to 3200' on R 277°, RAL VOR within 10 miles.

AIR CARRIER NOTE: Reduction in visibility by sliding scale or local conditions not authorized.

*Weather service available 0600-2200.

†Circling N not authorized.

%Eastbound (310° thru 255° clockwise) IFR departures. Takeoffs all runways. Climb heading, 278° from Riverside Airport to intercept and proceed via ONT VOR, R 340° to ONT VOR, then via assigned route. Cross ONT VOR, 3500' minimum.

MSA within 25 miles of facility: 270°-090°—11,100'; 090°-270°—6,700'.

City, Riverside; State, Calif.; Airport name, Riverside Municipal; Elev., 816'; Fac. Class., T-VOR; Ident., RAL; Procedure No. VOR-9, Amdt. 2; Eff. date, 31 Mar. 66; Sup. Amdt. No. 1; Dated, 16 Oct. 65

Banning Int.....	Moreno Int.....	Direct.....	7500	T-dn%.....	300-1	300-1	300-1
Moreno Int.....	Edgemont Int (final).....	Direct.....	3700	C-dn#.....	600-1	600-1	600-1 1/2
				A-dn*.....	1000-2	1000-2	1000-2

Radar available.

Procedure turn S** side of crs, 093° Outbnd, 273° Inbnd, 4400' within 10 miles of Edgemont Int.

Minimum altitude over Edgemont Int on final approach crs, 3700'; over Overlook Int, 2200'.

Facility on airport. Edgemont Int to airport, 8.2 miles to VOR, 8.9 miles; Overlook Int to airport, 2.4 miles to VOR 3.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles after passing Overlook Int, climb direct to RAL VOR, then climb via R 278° to 3200' within 12 miles.

AIR CARRIER NOTE: Reduction in visibility by sliding scale or local conditions not authorized.

%Eastbound (310° thru 255° clockwise) IFR departures. Takeoff all runways. Climb heading, 278° from Riverside Airport to intercept and proceed via ONT VOR, R 340° to ONT VOR, then via assigned route. Cross ONT VOR, 3500' minimum.

†Aircraft must be verified W of Banning Int by March Radar prior to commencing descent to 7500'.

*Weather service available 0600-2200.

†Circling N of airport not authorized.

*All turns S side of crs, high terrain N.

MSA within 25 miles of facility: 270°-090°—11,100'; 090°-270°—6,700'.

City, Riverside; State, Calif.; Airport name, Riverside Municipal; Elev., 816'; Fac. Class., T-VOR; Ident., RAL; Procedure No. VOR (R 093°), Amdt. 1; Eff. date, 31 Mar. 66; Sup. Amdt. No. VOR (R 093°) Orig.; Dated, 16 Oct. 65

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DOW RBN	Bowl Int.	Direct	3000	T-dn	300-1	300-1	200-1½
POM VOR	San Gabriel Int.	Direct	4500	C-dn	700-1	700-1	700-1½
LGB VOR	San Gabriel Int.	Direct	3000	A-dn#	800-2	800-2	800-2
San Gabriel Int.	Bowl Int.	Direct	3000	If aircraft equipped with operating dual VOR or VOR and ADF receivers and Fox Int received, the following minimums apply:			
Bowl Int.	Tar Pit Int (final)	Direct	1900	C-dn	500-1	500-1	500-1½

Radar available.
 Procedure turn not authorized.
 Minimum altitude over Tar Pit Int on final approach crs, 1900'; over Fox Int, 900'.
 Crs and distance, Tar Pit Int to airport, 221°—5.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SMO VOR, climb via SMO, R 235° to 2000' within 15 miles.
 Other changes: Deletes transition from GCE RBN to Bowl Int. Deletes description of intersections.
 #Weather services available 0700-2300.

City, Santa Monica; State, Calif.; Airport name, Santa Monica Municipal; Elev., 175'; Fac. Class., I-VOR; Ident., SMO; Procedure No. VOR R 401°, Amdt. 1; Eff. date, 31 Mar. 66; Sup. Amdt. No. Orig.; Dated, 7 Mar. 64

Murdock Int.	SRQ VOR	Direct	1500	T-dn	300-1	300-1	200-1½
Hansen Int.	SRQ VOR	Direct	1500	C-dn	500-1	500-1	500-1½
Egmont RBN	SRQ VOR	Direct	1500	S-dn-13*	500-1	500-1	500-1
				A-dn#	800-2	800-2	800-2
				If identified at 5-mile Radar Fix on R 298°, minimums become:			
				S-dn-13	400-1	400-1	400-1

Tampa radar available.
 Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 500'.
 Facility on airport, breakoff point to Runway 13, 133°—0.1 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SRQ VOR, climb to 1500' on R 118° within 20 miles.
 *Reduction below ¾ mile not authorized.
 #Limited weather information available to public. Alternate usage authorized for air carriers only.
 MSA within 25 miles of facility: 000°—090°—1300'; 090°—180°—1400'; 180°—270°—1200'; 270°—360°—1400'.

City, Sarasota (Bradenton); State, Fla.; Airport name, Sarasota-Bradenton; Elev., 24'; Fac. Class., BVOR; Ident., SRQ; Procedure No. TerVOR-13, Amdt. 5; Eff. date, 2 Apr. 66; Sup. Amdt. No. 4; Dated, 25 Dec. 65

5. By amending the following very high frequency omnirange—distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
5-mile DME Fix on R 326°	JST VOR (final)	Direct	2800	T-dn	300-1	300-1	200-1½
				C-dn	1000-2	1000-2	1000-2
				S-dn-15	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2
				DME minimums—DME equipment required.*			
				C-dn	500-1	500-1	500-1½
				S-dn-15	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of final approach crs, 326° Outbnd, 146° Inbnd, 4200' within 10 miles.
 Minimum altitude over facility on final approach crs, 3300'; 2800' if 5-mile DME Fix is received.
 Crs and distance, breakoff point to end of Runway 15, 150°—0.3 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JST VOR, climb to 4200' on R 146° within 10 miles of JST VOR, reverse crs to JST VOR, maintain 4200'. Hold NW, 1-minute right turns, 146° Inbnd.
 *Reduction based on lighting aids not authorized.
 MSA within 25 miles of facility: 000°—360°—4200'.

City, Johnstown; State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 20 June 64

RULES AND REGULATIONS

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
5-mile DME Fix on R 050°	JST VOR (final)	Direct	2700	T-dn C-dn S-dn-23 A-dn DME minimums, DME equipment required: C-dn S-dn-23	300-1 600-1 600-1 800-2 500-1 400-1	300-1 600-1 600-1 800-2 500-1 400-1	200-1½ 600-1½ 600-1 800-2 500-1½ 400-1

Procedure turn N side of crs, 050° Outbnd, 230° Inbnd, 4200' within 10 miles.

Minimum altitude over facility on final approach crs, 2900'; 2700' if 5-mile DME Fix is received.

Crs and distance, breakoff point to approach end of Runway 23, 225°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JST VOR, climb to 4200' on JST VOR, R 230° within 10 miles. Make a left turn, return to VOR, hold NE, 1-minute right turns, 230° Inbnd.

*Reduction based on lighting aids not authorized.

MSA within 25 miles of facility: 000°-360°—4200'.

City, Johnstown; State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. VOR/DME No. 2, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 20 June 64

5-mile DME Fix on R 221°	JST VOR (final)	Direct	2700	T-dn C-dn S-dn-5 A-dn DME minimums, DME equipment required: C-dn S-dn-5	300-1 600-1 600-1 800-2 500-1 400-1	300-1 600-1 600-1 800-2 500-1 400-1	200-1½ 600-1½ 600-1 800-2 500-1½ 400-1
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Procedure turn S side of crs, 221° Outbnd, 041° Inbnd, 3800' within 10 miles.

Minimum altitude over facility on final approach crs, 2900'; 2700' if 5-mile DME Fix is received.

Facility on airport, breakoff point to Runway 5, 045°—0.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JST VOR, climb to 4200' on JST, R 050 within 10 miles. Hold NE, 1-minute right turns, 230° Inbnd.

*Reduction based on lighting aids not authorized.

MSA within 25 miles of facility: 000°-360°—4200'.

City, Johnstown; State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. VOR/DME No. 3, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. Orig.; Dated, 25 July 64

Kona Int.	Kona VORTAC	Direct	5000	T-dn	300-1	300-1	200-1½
Kona VORTAC	Billfish Int	Direct	3500	C-dn	600-1	600-1	600-1½
Kona Int.	Billfish Int	Direct	1700	S-dn-11	500-1	500-1	500-1
Billfish Int.	KOA VORTAC (final)	Direct	500	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 318° Outbnd, 138° Inbnd, 1700' within 10 miles of Billfish Int.

Procedure turn not required when cleared for approach Inbnd on V-5 or V-11.

Minimum altitudes on final approach crs; over Billfish Int, 1700'; over KOA VORTAC, 500'.

Crs and distance, facility to airport, 118°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of KOA VORTAC, make immediate right turn and climb to 1700' on R 318° within 20 miles.

NOTE: Procedure not contained entirely within controlled airspace.

AIR CARRIER NOTE: Sliding scale not authorized.

%Takeoff Runway 11, turn right; all departures must climb between radials 180° to 330° clockwise.

#Alternate minimums authorized only for air carriers with approved weather reporting service.

@CAUTION: Terrain, 800'—1.6 miles NE; circling to NE of runway centerline not authorized.

MSA within 25 miles of facility: 340°-070°—11,000'; 070°-160°—15,000'; 160°-340°—2000'.

City, Kailua, Kona; State, Hawaii; Airport name, Kona; Elev., 16'; Fac. Class., HBVORTAC; Ident., KOA; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 2 Apr. 66; Sup. Amdt. No. Orig.; Dated, 5 Mar. 66

				T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				S-dn-13°	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn W side of crs, 324° Outbnd, 144° Inbnd, 2000' within 10 miles of Frances Int or between 3.5 and 13.5 miles of VOR.

Facility on airport.

Minimum altitude over 3.5-miles DME Fix or Frances Int on final approach crs; 1200'.

Crs and distance, breakoff point to approach end of Runway 13, 129°—0.22 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, turn right and climb to 2000' on R 324° within 16 miles.

NOTE: When authorized by ATC, DME may be used within 16 miles at 2200' in all directions to position aircraft for a final approach with the elimination of a procedure turn.

Other change: Deletes transition.

*Reduction below ¼ mile not authorized.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—1800'; 180°-270°—1900'; 270°-360°—2100'.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354'; Fac. Class., BVORTAC; Ident., MCN; Procedure No. VOR/DME No. 1, Amdt. 4; Eff. date, 2 Apr. 66; Sup. Amdt. No. 3; Dated, 27 Nov. 65

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AT LOM.....	Conley Int.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
AL LOM.....	Conley Int.....	Direct.....	2500	C-dn.....	400-1	500-1	500-1½
REG VOR.....	Conley Int (final).....	Direct.....	2000	S-dn-27L#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 059° Outbnd, 269° Inbnd, 2500' within 10 miles of Conley Int.
No glide slope.
Minimum altitude over Conley Int on final approach crs, 2000'.
Crs and distance, Conley Int to airport, 269°—5.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing Conley Int, turn left, climb to 3000' and proceed direct to ATL VOR.
NOTE: TDZ-0R, CL-9R/27L, VASI-27R/27L, REIL-27R.
400-¾ authorized with operative high-intensity runway lights, except for 4-engine turbojets.
City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-ALR; Procedure No. ILS-27L, Amdt. 1; Eff. date, 2 Apr. 66; Sup. Amdt. No. Orig.; Dated, 24 Apr. 65

Griffith Int.....	Cafumet Int.....	Via SE crs, MXT-ILS.....	2000	T-dn.....	300-1	300-1	200-1½
Big Run Int.....	MX RBn.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1½
Crib Int.....	MX RBn.....	Direct Via CGT, R-356°.....	2000	S-dn-31L and R#.....	400-1	400-1	400-1
CGT VOR.....	Calumet Int.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
API VOR.....	MX RBn.....	Direct.....	2300				
Calumet Int.....	MX RBn (final).....	Direct.....	1500				

Procedure turn E side of crs, 132° Outbnd, 312° Inbnd, 2000' within 10 miles.
No glide slope. No approach lights.
Minimum altitude over MX RBn, 1500'.
Crs and distance, MX RBn to airport, 312°—3.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing MX RBn, make left turn, climb to 2300', proceed to Peotone VOR Inbnd on R 001°.
CAUTION: Standard clearance not provided over 771' and 776' obstructions in final approach area.
Other change: Deletes note concerning missed approach.
#Reduction not authorized for REIL's or HIRL's.
City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619'; Fac. Class., ILS; Ident., I-MKT; Procedure No. ILS-31L-R, Amdt. 4; Eff. date, 2 Apr. 66; Sup. Amdt. No. 3; Dated, 7 Nov. 64

DAB VOR.....	LOM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1½
Barberville Int.....	LOM.....	Direct.....	1600	C-dn.....	400-1	500-1	500-1½
Lake Helen Int.....	LOM.....	Direct.....	1600	S-dn-6*.....	200-1½	200-1½	200-1½
Smyrna Int.....	LOM.....	Direct.....	1500	A-dn.....	600-2	600-2	600-2
Woodruff Int.....	LOM (final).....	Direct.....	1400				

Procedure turn N side of crs, 245° Outbnd, 065° Inbnd, 1400' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1400'.
Altitude of glide slope and distance to approach end of runway at OM, 1378'—4.7 miles; at MM, 238'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing LOM, climb to 1500' on NE crs ILS, make left turn and proceed to Daytona Beach VOR via the R 140° or, when directed by ATC, climb to 1500' on NE crs ILS, make right turn and proceed direct to LOM.
*400-¾ required with glide slope inoperative. 400-¾ authorized with operative ALS, except for 4-engine turbojet aircraft.
City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Municipal; Elev., 34'; Fac. Class., ILS; Ident., I-DAB; Procedure No. ILS-6, Amdt. 8; Eff. date, 2 Apr. 66; Sup. Amdt. No. 7; Dated, 25 Dec. 65

Willow DME Fix.....	Mack Int.....	Direct.....	12,000	T-dn%@.....	400-1	400-1	300-1
Mack Int.....	Loma Int.....	Direct.....	8,000	C-dn#.....	600-1½	600-2	600-2
Loma Int.....	GJT RBn (final).....	Direct.....	8,000	S-dn-11*.....	600-1	600-1	600-1
Sharp Int.....	GJT RBn.....	Direct.....	8,000	A-dn.....	800-2	800-2	800-2
GJT VOR.....	GJT RBn.....	Direct.....	8,100				
Salt Creek Int.....	GJT RBn.....	Direct.....	8,000				

Procedure turn S side of crs, 290° Outbnd, 110° Inbnd, 8000' within 10 miles of GJT RBn.
No glide slope. Minimum altitude over GJT RBn on final approach crs, 7500'.
Crs and distance, GJT RBn to airport, 110°—9.3 miles.
Minimum altitude and distance to approach end of runway at OM, 5500'—3.6 miles; at MM, 0.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of MM, make a right-climbing turn, climb to 5600' on NW crs of ILS within 10 miles NW of GJT RBn.
NOTES: (1) No approach lights. (2) REIL Runways 11 and 29.
Other changes: Deletes transitions from Whitewater Int and Gateway Int.
#All maneuvering to S of airport; high terrain N.
*400-1 authorized if OM received; 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights and OM received.
%IFR departures must comply with terrain/obstruction avoidance restrictions included in Grand Junction SID's.
@1000-3 required for Runway 4.
City, Grand Junction; State, Colo.; Airport name, Walker Field; Elev., 4857'; Fac. Class., ILS; Ident., I-GJT; Procedure No. ILS-11, Amdt. 18; Eff. date, 2 Apr. 66; Sup. Amdt. No. 17; Dated, 3 Nov. 62

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Pelzer Int.-----	LOM (final)-----	Direct-----	2500	T-dn#-----	200-1	300-1	200-1½
Cleveland Int.-----	LOM-----	Direct-----	3200	C-dn-----	500-1	500-1	500-1½
Inman Int.-----	LOM-----	Direct-----	3000	S-dn-3%-----	200-1½	200-1½	200-1½
Spartanburg VOR-----	LOM-----	Via SPA VOR, R 235°-----	2700	A-dn-----	600-2	600-2	600-2
Princeton Int.-----	LOM-----	Direct-----	2500				
30-miles DME, AVL 186R-----	LOM-----	Direct-----	2500				

City, Greer; State, S.C.; Airport name, Greenville-Spartanburg; Elev., 972'; Fac. Class., ILS; Ident., I-GSP; Procedure No. ILS-3, Amdt. 6; Eff. date, 2 Apr. 66; Sup. Amdt. No. 5; Dated, 15 Jan. 66

Radar available.
 Procedure turn S side of crs, 033° Outbnd, 213° Inbnd, 2700' within 10 miles of Wellford Int.
 Minimum altitude over Wellford Int on final approach crs, 2200'.
 Crs and distance, Wellford Int to airport, 213°—5.8 miles.
 No glide slope.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing Wellford Int, climb to 2500' on front crs of GSP localizer to GS LOM. Hold SW of GS LOM (213°), 1-minute right turns.
 CAUTION: Water tank, 1100'— $\frac{1}{4}$ mile NW of instrument runway.
 NOTE: CL-3/21, TDZ-3.
 *400- $\frac{3}{4}$ authorized, with operative high-intensity runway lights, except for 4-engine turbojets.

City, Greer; State, S.C.; Airport name, Greenville-Spartanburg; Elev., 972'; Fac. Class., ILS; Ident., I-GSP; Procedure No. ILS-21 (back crs), Amdt. 4; Eff date, 2 Apr. 66; Sup. Amdt. No. 3; Dated, 1 May 65.

Radar available.
Procedure turn 8 side of crs, 037° Outbnd, 267° Inbnd, 1400' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1300'.
Altitude of glide slope and distance to approach end of runway at OM, 1235'—4.4 miles; at MM, 204'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LOM, climb to 1500' on W crs of MIA LCLER within 20 miles of LOM.
If visual contact not established with 267° Inbnd crs to MI LOM, left turns may be used in lieu of procedure turn. (2) Oceanside Int may be used in lieu of procedure turn when authorized by Miami approach control.
*500-¾ required when glide slope not utilized. Reduction not authorized.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class., ILS; Ident., I-MIA; Procedure No. ILS-27L, Amdt. 4; Eff. date., 2 Apr. 66; Sup. Amdt. No. 3; Dated, 5 Feb. 66

Radar available.
 Procedure turn N side of NE crs, 028° Outbnd, 203° Inbnd, 7000' within 10 miles. Not authorized beyond 10 miles.
 Minimum altitude at glide slope interception Inbnd, 6000'.
 Minimum altitude over OM when glide slope not utilized, 6000'.
 Altitude of glide slope and distance to approach end of runway at OM, 5610'—3.7; at MM, 4660'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing OM, climb to 6500' on R 235°,
 PIH VOR within 15 miles or, when directed by ATC, climb to 6500' on 237° crs from FI LOM within 15 miles.
 NOTE: When authorized by ATC, DME may be used within 20 miles at 7000' between radials 230° clockwise to 030° to position aircraft for a straight-in approach with the
 elimination of procedure turn.
 CAUTION: High terrain SE through SW of airport.
 *Circling minimums only when glide slope not utilized.
 **Maintain 7400' until interception of glide slope, descend on glide slope to cross LOM at 5610'.
 ***Circling not authorized S of airport.
 %Takeoff all runways: Shuttle climb on the 235° radial of the PIH VOR within 20 miles to minimum crossing altitude required for direction of flight. All turns N side of
 235° radial.

City, Pocatello; State, Idaho; Airport name, Pocatello Municipal; Elev., 4448'; Fac. Class., ILS; Ident., I-PIH; Procedure No. ILS-21, Amdt. 9; Eff. date, 2 Apr. 66; Sup. Amdt. No. 8; Dated, 26 Feb. 66

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RST VOR.....	LOM.....	Direct.....	2600	T-dn.....	300-1	300-1	200-1/2
Bell Int.....	LOM (final).....	Direct.....	2600	C-dn.....	400-1	500-1	500-1 1/2
Byron Int.....	LOM.....	Direct.....	2600	S-dn-31#.....	200-1 1/2	200-1 1/2	200-1 1/2
Granger Int.....	LOM.....	Direct.....	2900	A-dn.....	600-2	600-2	600-2
Preston Int.....	LOM.....	Direct.....	2900				

Procedure turn N side of crs, 127° Outbnd, 307° Inbnd, 2600' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2600'.
 Altitude of glide slope and distance to approach end of runway at LOM, 2590'—4.2 miles; at LMM, 1502'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing LOM, climb to 2800' on NW crs of ILS within 20 miles or when directed by ATC, (1) make left-climbing turn to 3000', proceed direct to RST VOR.
 Other change: Deletes transition from ODI VOR.
 #300-3/4 authorized, except for 4-engine turbojet aircraft, with localizer OM/LOM and operative high-intensity runway lights. 300-1/2 authorized, without glide slope and with operative ALS, except for 4-engine turbojet aircraft.
 City, Rochester; State, Minn.; Airport name, Rochester Municipal; Elev., 1310'; Fac. Class., ILS; Ident., I-RST; Procedure No. ILS-31, Amdt. 3; Eff. date, 31 Mar. 66; Sup. Amdt. No. 2; Dated, 23 Oct. 65

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions\$.....		0-10 miles.....	2000	T-dn%.....	300-1	300-1	200-1/2
230°.....	065°.....	10-20 miles.....	2500	Precision approach			
065°.....	150°.....	10-20 miles.....	2000	C-dn.....	500-1	500-1	500-1 1/2
150°.....	185°.....	10-15 miles.....	2000	S-dn-13R**.....	300-3/4	300-3/4	300-3/4
150°.....	185°.....	15-20 miles.....	2300	A-dn.....	600-2	600-2	600-2
185°.....	290°.....	10-20 miles.....	2400	Surveillance approach			
				C-dn 22R and L.....	600-1	600-1	600-1 1/2
				S-dn 22R and L#.....	600-1	600-1	600-1
				C-dn.....	500-1	500-1	500-1 1/2
				4R and L, 9, 18, 27, 13R and L, 31L and R, 36 S-dn.#.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right or left turn as appropriate, climb to 2300' and proceed to EON VOR Inbnd on R 001°.
 NOTES: MTI feature of ground radar equipment required for all surveillance approaches. Departures westbound on V-6 at 2000' will be released within 8 miles to climb to 2300'.
 \$Radar control will provide 1000' vertical clearance within a 4-mile radius of tower, 1549'—8 miles NE, and within a 3-mile radius of towers, 1230'—11 miles W, and 1120'—11 miles NW.
 %RVR 2400' authorized for takeoff Runway 13R.
 #600-3/4 authorized Runway 22L with operative REIL's except for 4-engine turbojets.
 **Reduction not authorized for ALS.
 ##Runway 4R and 31L—No reduction authorized for REIL's.
 ##Runway 31L—No reduction authorized for HIRL's.
 ##Runway 13R—No reduction authorized for ALS.

City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619'; Fac. Class. and Ident., Midway Radar; Procedure No. 1, Amdt. 10; Eff. date, 2 Apr. 66; Sup. Amdt. No. 9; Dated, 7 Nov. 64

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), and 601 of the Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on February 28, 1966.

GORDON A. WILLIAMS, Jr.,
 Acting Director, Flight Standards Service.

[F.R. Doc. 66-4666; Filed, Apr. 26, 1966; 8:50 a.m.]

Title 29—LABOR

Subtitle A—Office of the Secretary of Labor

PART 10—SAFETY STANDARDS APPLICABLE TO WORKSHOPS AND REHABILITATION FACILITIES ASSISTED BY GRANTS

Pursuant to section 13(e) of the Vocational Rehabilitation Act Amendments of 1965 (79 Stat. 1288; 29 U.S.C. 41b), I hereby amend Subtitle A of Title 29 of the Code of Federal Regulations by adding a new Part 10 to read as set forth below.

The provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) which require notice of proposed rule making, opportunity for public participation, and delay in effective date are not applicable because this rule relates only to public grants. I do not believe such procedures will serve a useful purpose here. Accordingly, this amendment shall become effective immediately.

The new 29 CFR Part 10 reads as follows:

§ 10.1 Applicable safety standards.

The safety standards provided in 41 CFR Part 50–204 shall have effect to the extent applicable to any workshop or rehabilitation facility assisted by a grant pursuant to section 13 of the Vocational Rehabilitation Act Amendments of 1965, 79 Stat. 1288.

(Sec. 13(e), 79 Stat. 1288; 29 U.S.C. 41b)

Signed at Washington, D.C., this 21st day of April 1966.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 66-4580; Filed, Apr. 26, 1966;
8:48 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter I—Federal Procurement Regulations

PART 1-11—FEDERAL, STATE, AND LOCAL TAXES

Miscellaneous Amendments

This amendment reflects changes in the provisions relative to Federal excise taxes made necessary by the enactment of the Excise Tax Reduction Act of 1965 (Public Law 89-44, approved June 21, 1965, 79 Stat. 136) and the Tax Adjustment Act of 1966 (Public Law 89-368, approved March 15, 1966, 80 Stat. 38), authorizes the inclusion of a provision in contracts permitting price escalation (upward or downward), in order to compensate for changes in State and local taxes, deletes the form for the exemption certificate for oil used for nonlubricating purposes, and prescribes minor editorial changes.

The table of contents for Part 1-11 is amended to prescribe revised entries for Subparts 1-11.1 and 1-11.5, as follows:

Subpart 1-11.1—Federal Excise Taxes

Sec.	Scope of subpart.
1-11.100	Retailers excise taxes.
1-11.101	Special fuels.
1-11.101-1	Manufacturers excise taxes.
1-11.102	Motor vehicles.
1-11.102-1	Tires and tubes.
1-11.102-2	Gasoline.
1-11.102-3	Lubricating oils.
1-11.102-4	Fishing equipment.
1-11.102-5	Firearms, shells, and cartridges.
1-11.102-6	Excise taxes on facilities and services.

Subpart 1-11.5—Tax Exemption Forms

1-11.500	Scope of subpart.
1-11.501	Federal excise tax exemption forms.
1-11.501-1	Certificate of export to a possession or Puerto Rico.
1-11.501-2	Exemption certificate for supplies for vessels of war.
1-11.501-3	Cutting oil certificate.
1-11.502	State and local tax exemption forms.
1-11.502-1	Types of evidence of exemption.
1-11.502-2	When evidence of exemption is to be furnished.

Subpart 1-11.1—Federal Excise Taxes

Subpart 1-11.1 is revised to reflect changes in the provisions regarding Federal excise taxes made necessary by the enactment of the Excise Tax Reduction Act of 1965 (Public Law 89-44, approved June 21, 1965, 79 Stat. 136) and the Tax Adjustment Act of 1966 (Public Law 89-368, approved March 15, 1966, 80 Stat. 38). As revised, the subpart reads as follows:

§ 1-11.100 Scope of subpart.

This subpart deals with Federal excise taxes involved in the procurement of certain supplies and services. It is for the general information of Government personnel and does not purport to present the full scope of the applicable provisions of law and implementing regulations as they may be amended from time to time.

§ 1-11.101 Retailers excise taxes.

§ 1-11.101-1 Special fuels.

(a) *Diesel fuel.* A tax at the indicated rates is imposed upon any liquid, other than that taxable as gasoline under section 4081 of the Internal Revenue Code (see § 1-11.102-3), which is (i) sold by any person to an owner, lessee, or other operator of a diesel-powered highway vehicle, for use as a fuel in such vehicle, or (ii) used by any person as a fuel in a diesel-powered highway vehicle unless there was a taxable sale of such liquid pursuant to (i) above, as follows:

(1) At 4 cents per gallon, if sold for use or if used as fuel in a diesel-powered highway vehicle—

(i) Which, at the time of such sale or use, is registered, or is required to be registered, for highway use under the laws of any State or foreign country; or

(ii) Which, if owned by the United States, is used on the highway; or

(2) At 2 cents per gallon, if sold for use or if used as fuel in a diesel-powered highway vehicle—

(i) Which, at the time of such sale or use, is not registered, and is not required to be registered, for highway use under the laws of any State or foreign country; or

(ii) Which, if owned by the United States, is not used on the highway; and

(3) At an additional 2 cents per gallon, if fuel on which a tax of 2 cents was paid pursuant to subparagraph (2) of this § 1-11.101-1(a) is used as fuel in a diesel-powered highway vehicle—

(i) Which, at the time of such use, is registered, or is required to be registered, for highway use under the laws of any State or foreign country; or

(ii) Which, if owned by the United States, is used on the highway.

No tax is imposed on diesel fuel sold for use or used as fuel in a nonhighway vehicle, such as certain military vehicles, construction equipment, and equipment designed for use at mines, factories, railroad stations, and farms.

(b) *Special motor fuels.* A tax at the rates indicated in subparagraphs (1) through (3) of this § 1-11.101-1(b) is imposed upon benzol, benzene, naphtha, liquefied petroleum gas, casing-head and natural gasolines, or any other liquid (other than kerosene, gas oil, fuel oil, or a product taxable as diesel fuel under paragraph (a) of this § 1-11.101-1, or as gasoline under section 4081 of the Internal Revenue Code (see § 1-11.102-3), which is (i) sold by any person to an owner, lessee, or other operator of a motor vehicle, motorboat, or airplane for use as a fuel for the propulsion thereof, or (ii) used by any person as a fuel for the propulsion of a motor vehicle, motorboat, or airplane, unless there was a taxable sale of such liquid pursuant to (i) above, as follows:

(1) At 4 cents per gallon, if such liquid is sold for use or is used as a fuel for a highway vehicle—

(i) Which, at the time of such sale or use, is registered, or is required to be registered, for highway use under the laws of any State or foreign country; or

(ii) Which, if owned by the United States, is used on the highway; or

(2) At 2 cents per gallon, if such liquid is sold for use or is used as a fuel for the propulsion of a motorboat or airplane, or a motor vehicle—

(i) Which, at the time of such sale or use, is not registered, and is not required to be registered, for highway use under the laws of any State or foreign country; or

(ii) Which, if owned by the United States, is not used on the highway; and

(3) At an additional 2 cents per gallon, if a liquid on which a tax of 2 cents was paid pursuant to subparagraph (2) of this § 1-11.101-1(b) is used as fuel in a highway vehicle—

(i) Which, at the time of such use, is registered, or required to be registered, for highway use under the laws of any State or foreign country; or

(ii) Which, if owned by the United States is used on the highway.

(c) *Procedures.* (1) The sale of diesel fuel to an owner, lessee, or other operator of a diesel-powered highway vehicle, or of special motor fuel to an owner, lessee, or other operator of a motor vehicle, motorboat, or airplane is considered as a taxable sale by the Internal Revenue Service only (i) if the liquid is delivered by the seller into the fuel supply tank of the vehicle, motorboat, or airplane, or (ii) where not so delivered, the purchaser indicates in writing to the seller prior to or at the time of the sale that the entire quantity of the liquid covered by the sale is for use by him for a taxable purpose as a fuel in such a vehicle, motorboat, or airplane. If such a written statement is not furnished by the purchaser, he is liable for the tax at the applicable rate on that quantity of the liquid which is used by him as fuel in such a vehicle, motorboat, or airplane, or which is sold by him in a taxable transaction.

(2) If it is known in advance of procurement that the entire quantity of any bulk purchase of diesel or special motor fuel is to be used for taxable purposes (as indicated elsewhere in this § 1-11.101-1), bids may be solicited on a tax inclusive basis and the written statement referred to in subparagraph (1) of this paragraph should be furnished to the contractor.

(3) All other bulk purchases of diesel and special motor fuels will be on a tax exclusive basis and the agencies will be responsible for making payment of the tax at the applicable rate, directly to Internal Revenue Service. Such payment shall be made quarterly on TD Form 720, "Quarterly Federal Excise Tax Return." A Certificate of Export is not required to support a tax-free sale of diesel fuel exported to a foreign country or shipped to a possession of the United States or to Puerto Rico.

§ 1-11.102 Manufacturers excise taxes.

§ 1-11.102-1 Motor vehicles.

(a) A tax at the rates indicated below is imposed upon the following articles (including parts and accessories sold therewith) sold by a manufacturer, producer, or importer:

(1) Chassis and bodies of trucks, buses, truck and bus trailers, and semitrailers, and tractors of the kind chiefly used for highway transportation in combination with a trailer or semitrailer—10 percent; except that this tax does not apply to equipment designed for off-the-road use, such as certain military vehicles (including oxygen or bomb dollies), construction equipment, and equipment designed for use at mines, factories, railroad stations, and farms;

(2) Chassis and bodies of automobiles, and of trailers and semitrailers (other than house trailers) suitable for use with passenger automobiles—10 percent prior to June 22, 1965; 7 percent from June 22, 1965 through December 31, 1965; 6 percent from January 1, 1966 through March 15, 1966; 7 percent from March 16, 1966 through March 31, 1968; 2 percent from April 1, 1968 through December 31,

1968; 1 percent after December 31, 1968; and

(3) Parts or accessories for trucks and buses—when sold separately from a truck, bus, or other item taxable as indicated in subparagraph (1) of this § 1-11.102-1(a)—3 percent. Parts or accessories are defined to include any article—

(i) The primary use of which is to improve, repair, replace, or serve as a component part of a truck or bus;

(ii) Designed to be attached to or used in connection with a truck or bus or to add to its utility or ornamentation; or

(iii) The primary use of which is in connection with a truck or bus whether or not essential to its operation or use.

Spark plugs, storage batteries, leaf springs, coils, timers, and tire chains, which are suitable for use on or in connection with, or as component parts of, a taxable vehicle are treated as parts or accessories whether or not primarily adapted for such use. However, the term "parts or accessories" does not include tires or inner tubes. The tax on parts or accessories does not apply to any article sold for use (or for a single resale for use) as material in the manufacture of, or as a component part of, any article whether or not such article is subject to a manufacturers excise tax. The contract price of supplies purchased by any agency shall not include an amount for the manufacturers excise tax on parts or accessories purchased for use in the manufacture of any article.

(b) Bodies are exempt from tax when sold by the manufacturer to a manufacturer of motor vehicles to be sold by the purchaser; however, a chassis manufacturer who purchases a body tax free is required to pay a tax on his sale of the completed vehicle as the manufacturer of both the chassis and the body. A manufacturer of motor vehicle chassis cannot sell such chassis tax free to manufacturers of motor vehicle bodies.

§ 1-11.102-2 Tires and tubes.

(a) A tax at the rates indicated in subparagraphs (1) through (5) of this § 1-11.102-2(a) is imposed on the following supplies, made wholly or in part of rubber, including synthetic and substitute rubber, sold by a manufacturer, producer, or importer:

(1) Tires of the type used on highway vehicles, which includes motor vehicles which are highway vehicles, and vehicles of the type used with motor vehicles which are highway vehicles—10 cents per pound;

(2) Other tires, which are designed to fit the wheel of any type of vehicle capable of transporting a person or burden (other than laminated tires which consist wholly of scrap rubber from used tire casings with an internal metal fastening agent)—5 cents per pound;

(3) Inner tubes, which include any type of air container for pneumatic tires—10 cents per pound on total weight, including air valves and stems;

(4) Laminated tires (not of the type used on highway vehicles) which consist

wholly of scrap rubber from used tire casings with an internal metal fastening agent—1 cent per pound; and

(5) Tread rubber, which includes any material commonly or commercially known as tread rubber or camelback of a type used in retreading or recapping tires—5 cents per pound. An exemption exists for the sale of tread rubber or camelback by a manufacturer to a purchaser for use by that purchaser other than for recapping or retreading tires of the type used on highway vehicles. In addition, if tread rubber, upon which the tax has been paid, is sold for use or is used other than for recapping or retreading tires of the type used on highway vehicles, the manufacturer is entitled to a refund or credit of the tax: *Provided*, That the credit under paragraph (b) of this § 1-11.102-2 is not available. The contract price for supplies purchased by an agency will not include an amount for the manufacturers excise tax on tread rubber to the extent that this exemption or refund or credit is available to the manufacturer. In determining weight of taxable tires under subparagraphs (1) and (2) of this § 1-11.102-2(a), metal rims or rim bases are excluded, but any other material or fastening device that forms a part of the tire is included. The tax imposed under subparagraphs (1) and (2) of this § 1-11.102-2(a) does not apply to tires which are not more than 20 inches in diameter and not more than 1¾ inches in cross section, if such tires are of all-rubber construction without fabric or metal reinforcement, nor does it apply to tires of extruded tiring with an internal wire fastening agent.

(b) The exemption for sales for further manufacture does not apply to taxable tires and tubes (see § 1-11.202). However, if tax-paid tires and tubes normally sold in connection with the sale by a manufacturer of a taxable motor vehicle are sold therewith, a credit against the tax on the motor vehicle is allowed to the extent of the motor vehicle tax rate applied to the manufacturers purchase price on the tires and tubes. The contract price for supplies purchased by any agency shall not include an amount for manufacturers excise tax on tires and tubes to the extent that this credit is available to the manufacturer.

§ 1-11.102-3 Gasoline.

(a) A tax of 4 cents per gallon is imposed on gasoline sold by a producer or importer. Gasoline means all products commonly or commercially known or sold as gasoline which are suitable for use as a motor fuel. The tax does not apply to the sale of gasoline to a producer, which is defined to include a refiner, compounder, blender, or dealer who sells gasoline exclusively to producers of gasoline.

(b) Under section 6421 of the Internal Revenue Code, the ultimate purchaser of gasoline is entitled to a refund of 2 cents per gallon for gasoline used for certain nonhighway purposes. Agencies may, to the extent economically feasible, avail themselves of such refunds. Applications for refunds shall be in accordance with pertinent requirements of the Internal Revenue Service.

§ 1-11.102-4 Lubricating oils.

(a) A tax of 6 cents per gallon is imposed on lubricating oil (other than cutting oils) sold by the manufacturer or producer unless sold to another manufacturer or producer of lubricating oils for resale. Lubricating oil means all oils which are either sold for use as a lubricant or are suitable for use as a lubricant. The tax applies unless—

(1) The sale is exempt from tax under § 1-11.202; or

(2) The oil has been determined by the Commissioner of Internal Revenue to be "seldom used as a lubricant" and is sold for a nonlubricating use; or

(3) The oil is sold as cutting oil under the procedure described in paragraph (c) of this § 1-11.102-4.

(b) The following oils have been determined by the Commissioner of Internal Revenue to be "seldom used as lubricant" and, thus, may be sold tax free: Castor oil, petroleum white oil of certain specifications, crude neatsfoot oil, transformer or insulating oil, and a certain product used as an additive to the fuel used in internal combustion engines.

(c) Oil sold as cutting oil is not subject to the tax if the manufacturer or producer follows one of three procedures set forth in this paragraph (c).

(1) Lubricating oils may be sold tax free by the manufacturer or producer as cutting oil in any case where:

(i) The manufacturer or producer packages the oil in containers of 5 gallons or less furnished by him and labeled by him to indicate use of the oil only in cutting and machining operations on metals;

(ii) Any advertising of the oil so packaged and labeled indicates that the oil is for use only in cutting and machining operations on metals; and

(iii) The oil so packaged and labeled is sold by the manufacturer or producer to a purchaser for such use by him or for resale by him for such use.

(2) Where the Commissioner of Internal Revenue has determined oil to be suitable for use as a lubricant only in cutting and machining operations on metals, the oil may be sold tax free by the manufacturer or producer as cutting oils, unless the manufacturer has definite knowledge, prior to or at the time of the sale, that the oil is not being purchased for use, or resale for use, in cutting and machining operations on metals. Oils as to which the Commissioner has made such a determination may be sold tax free whether in bulk or otherwise. However, the Commissioner may require that the oil be specifically represented to the purchaser, whether by labeling or otherwise, as being suitable for use only in cutting and machining operations on metals.

(3) Lubricating oils which are sold for use, or for resale for use in cutting and machining operations on metals, but which may not be sold tax free under one of the procedures described above, may be sold tax free, provided the manufacturer obtains from the purchaser a properly executed cutting oil certificate. The form set forth in § 1-11.501-3 shall be utilized for this purpose.

(d) The ultimate purchaser of lubricating oil (other than cutting oils, imported lubricating oils, or re-refined oil) is entitled to a refund of 6 cents per gallon on oil purchased tax paid which is used otherwise than as a lubricant in a highway motor vehicle.

§ 1-11.102-5 Fishing equipment.

A tax of 10 percent is imposed upon fishing equipment (including parts or accessories sold therewith) sold by a manufacturer, producer, or importer.

§ 1-11.102-6 Firearms, shells, and cartridges.

(a) A tax is imposed at the rate of 10 percent upon pistols and revolvers; and at the rate of 11 percent on other firearms, shells, and cartridges sold by a manufacturer, producer, or importer. The tax does not attach when such articles are purchased with funds appropriated for the Military Departments.

(b) Chapter 53A of the Internal Revenue Code imposes a transfer tax and a tax on the manufacture of machineguns and certain other firearms. Transfer to, or manufacture for, the United States is specifically exempted.

§ 1-11.103 Excise taxes on facilities and services.

Chapter 33 of the Internal Revenue Code imposes excise taxes on communications and certain transportation of persons by air. In general, the tax is based upon the amount paid for the service and is imposed upon the person paying for the service.

Subpart 1-11.2—Exemptions From Federal Excise Taxes

1. Section 1-11.201 is amended to limit its applicability to the tax on special fuels, and to include in paragraph (e) the exemption from the retailers excise tax on the sale of special fuels to a nonprofit educational organization or the use thereof by such an organization. As amended, the section reads as follows:

§ 1-11.201 Retailers excise taxes.

No retailers excise tax is imposed:

(a) On the sale of special fuels for the exclusive use of any State, any political subdivision thereof, or the District of Columbia, or with respect to the use thereof by any of the foregoing.

(b) On the sale of special fuels for export or for shipment to a possession of the United States (which for the purpose of this exemption includes Puerto Rico), and in due course so exported or shipped—

(1) This exemption shall be utilized by purchasing on a tax-exclusive basis and furnishing the required proof of exportation or shipment to a possession if:

(i) The purchase is substantial, and

(ii) Exportation or shipment to a possession is intended to follow not more than 6 months after title passes to the Government.

(2) To qualify for the exemption of sales for export or for shipment to a possession—

(i) The supplies must be identified as having been sold by the manufacturer

(if the tax is a retailers excise tax) for export or shipment to a possession. The words "for export or shipment to a possession" incorporated into or stamped on a contract or purchase order are acceptable to the Internal Revenue Service as evidence that the sale is for export or for shipment to a possession. In solicitations and contracts, the terms of which imply that the supplies will be either exported or shipped to a possession (e.g., delivery to a port of embarkation or special packing requirements for overseas shipment) where the purchase is not substantial and it is therefore desired to purchase on a Federal Excise tax-inclusive basis, the solicitations and the contract should clearly state that proof of export certificates will not be issued.

(ii) The supplies must be exported or shipped to a possession in due course. Proof of export or shipment will be furnished to the contractor in the form set forth in § 1-11.501-1.

(c) On the sale of special fuels to retailers for resale (sales by the United States, or any agency or instrumentality thereof, are not exempt unless specifically made exempt by statute).

(d) On the sale of special motor fuels for use or used in the propulsion of vessels of war or military aircraft of the type enumerated in § 1-11.202(d).

(e) On the sale of special fuels to a nonprofit educational organization or with respect to the use thereof by a nonprofit educational organization.

2. Section 1-11.202 is revised to eliminate the references in paragraph (a) to automobile parts and accessories, radio or television components, camera lenses, and automobile radio or television receiving sets, and to include truck or bus parts and accessories. As amended, the section reads as follows:

§ 1-11.202 Manufacturers excise taxes.

No manufacturers excise tax is imposed:

(a) On the sale of any article for use by the purchaser for further manufacture or for resale to a second purchaser in further manufacture. (An article shall be treated as sold for use in further manufacture if sold for use by the purchaser as material in the manufacture or production of, or as a component part of, another taxable article to be manufactured or produced. In the case of truck or bus parts and accessories it is not necessary that the produced article be a taxable article. This exemption does not apply to tires or inner tubes.)

3. Section 1-11.203 is revised to delete paragraph (c) which relates to the tax on the rental of business machines. As amended, the section reads as follows:

§ 1-11.203 Supplies and services for the exclusive use of the United States.

* * * * *

(c) [Deleted]

Subpart 1-11.4—Contract Clauses

1. Section 1-11.401-1 is revised to include a cross reference in paragraph (b) and to amend paragraph (e) of the con-

tract clause contained in § 1-11.401-1(c) to provide for the furnishing of evidence appropriate to establish exemption from duties at the "discretion" of the contracting officer. As amended, the section reads as follows:

§ 1-11.401-1 Advertised and certain negotiated contracts.

(b) *Description.* The clause provides that the contract price includes all applicable taxes. It provides for an increase or decrease in the contract price to compensate for changes in applicable Federal excise taxes or duties. It does not provide for any adjustment in the contract price to compensate for changes in State or local taxes (but see § 1-11.401-4(b)).

(c) Contract clause.

FEDERAL, STATE, AND LOCAL TAXES

(e) Unless there does not exist any reasonable basis to sustain an exemption, the Government, upon request of the Contractor, without further liability, agrees, except as otherwise provided in this contract, to furnish evidence appropriate to establish exemption from any tax which the Contractor warrants in writing was excluded from the contract price. In addition, the Contracting Officer may furnish evidence to establish exemption from any tax that may, pursuant to this clause, give rise to either an increase or decrease in the contract price. Except as otherwise provided in this contract, evidence appropriate to establish exemption from duties will be furnished only at the discretion of the Contracting Officer.

(f) The Contractor shall promptly notify the Contracting Officer of matters which will result in either an increase or decrease in the contract price, and shall take action with respect thereto as directed by the Contracting Officer.

2. Section 1-11.401-3 is amended to correct the editorial format of paragraph (b).

§ 1-11.401-3 Supplementary clauses.

(b) *Contracts for supplies to be exported.* When a contract containing either the clause set forth in § 1-11.401-1 or that in § 1-11.401-2 will be for supplies to be exported to foreign destinations and it is determined that the amounts of Federal excise taxes or drawbacks of duties involved are substantial, a clause substantially as follows should be included in invitations and solicitations:

FEDERAL EXCISE TAXES AND DUTIES

(a) The items covered by this invitation for bids are being procured for export. Bidders are requested to exclude from their bid prices all Federal excise taxes from which this transaction is exempt by virtue of exportation and also an amount equal to any drawback or refund of import duties which may be obtained upon shipment of the supplies. Bids will be evaluated and payments made exclusive of the amounts stated above.

(b) Upon the timely request of the Contractor, the Government will furnish such proof of export as may be necessary to establish an exemption from Federal excise taxes or to enable the Contractor to obtain any applicable refund or drawback for his own account.

The clause set forth above may be appropriately amended by deletion of references to drawbacks, if shipment to a possession of the United States or to Puerto Rico is contemplated.

3. Section 1-11.401-4 is revised to prescribe a new paragraph (b) which provides that under certain circumstances contract prices may be escalated (upward or downward) to compensate for changes in State and local taxes. Paragraphs (b), (c), (d), and (e) are redesignated as paragraphs (c), (d), (e), and (f), respectively, and revised to include additional and changed references. As amended, the section reads as follows:

§ 1-11.401-4 Matters requiring special consideration.

(a) A contract may, in accordance with paragraph (d) of this § 1-11.401-4, provide that the contract price include or exclude a specific tax, or require that the contractor take certain actions with regard to nonpayment, payment, protest, or other treatment of a specific tax. Such special treatment may be required, for example, where the State or local tax law has been recently changed, where there is doubt as to the applicability or allocability of the tax, or where the applicability of the tax is being litigated.

(b) When the amount of any specific State or local tax is substantial in relation to the contract price (such as in the case of gasoline taxes) and where for this reason it is determined that procurement without providing for tax escalation (upward or downward) is impracticable, the contract may permit such escalation, in accordance with paragraph (d) of this § 1-11.401-4.

(c) Special consideration should be accorded taxes assessed on the contractor's possession of, interest in, or use of Government-owned real or personal property. The following clause may be inserted in any contract under which the contractor has possession of property to which the Government has title on tax assessment date, pursuant to progress payment clauses or otherwise:

All property taxes assessed on the Contractor's possession of, interest in, or use of property, title to which is in the Government, are excluded from the contract price.

(d) The specific provisions described in paragraphs (a) and (b) of this § 1-11.401-4 and the additional clause set forth in paragraph (c) of this § 1-11.401-4 shall be used in accordance with agency procedures.

(e) (1) Whether State or local taxes are applicable to a purchase of supplies by the Government may depend upon the place and terms of delivery. For example, if the legal incidence of a State tax is on the vendor, and performance of the contract and delivery to the Government are in that State, the tax may apply. If, however, the contract requires delivery to the Government outside the State, the tax may not apply because the transaction is in interstate commerce. The form of bill of lading used (i.e., Government bill, commercial bill, commercial bill convertible to Government bill at destination) may also affect the taxability of the transaction.

(2) Where a contract will be in a substantial amount, available alternative places and terms of delivery should be considered in the light of possible tax consequences.

(f) When Government property is furnished under a facilities contract, the contracting officer shall review the facilities contract when negotiating a subsequent supply contract to assure that the contractor is not reimbursed twice for the same taxes.

Subpart 1-11.5—Tax Exemption Forms

1. Section 1-11.501 is revised to delete the reference in paragraph (b) to § 1-11.501-4, which has been renumbered § 1-11.501-3. As amended, the section reads as follows:

§ 1-11.501 Federal excise tax exemption forms.

(b) With respect to the forms set out in §§ 1-11.501-2 and 1-11.501-3, the Internal Revenue Service will accept one certificate covering all orders under a single contract for a specified period not exceeding four calendar quarters.

2. Section 1-11.501-3 is revised to delete the present caption and text and to set forth the present text of § 1-11.501-4, revised to amend a reference and make other necessary changes. Section number 1-11.501-4 is deleted. As amended, § 1-11.501-3 reads as follows:

§ 1-11.501-3 Cutting oil certificate.

The following form of certificate will be acceptable for purposes of exemption, in accordance with § 1-11.102-4(c) and must be adhered to in substance.

CUTTING OIL CERTIFICATE

(For use by purchaser of lubricating oil subject to tax under section 4091 of the Internal Revenue Code of 1954, for use by purchaser in cutting and machining operations on metals.)

Contract:
Contract period:
Contractor:
Product:
End use:

The undersigned certifies that he is an authorized agent of the United States of America and that the oil covered by the contract identified above is purchased for the use indicated as a lubricant in cutting and machining operations on metals.

The undersigned understands that the purchaser must be prepared to establish by satisfactory evidence the actual use or disposition made of such oil, and that its use of the oil for a lubricating purpose other than in cutting and machining operations on metals, or upon its sale or other disposition of the oil, it is required to notify the manufacturer.

The fraudulent use of this certificate for the purpose of purchasing oil tax free, rather than subject to tax at the rate of 6 cents a gallon, will subject the guilty party to a fine of not more than \$10,000, or imprisonment

for not more than five (5) years, or both, together with the costs of prosecution.

(Signature)

(Title)

(Address)

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

Effective date. These amendments are effective June 15, 1966, but may be observed earlier.

Dated: April 20, 1966.

J. E. MOODY,
Acting Administrator
of General Services.

[F.R. Doc. 66-4600; Filed, Apr. 26, 1966;
8:49 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLE

[Ex Parte No. MC-40]

PART 191—QUALIFICATIONS OF DRIVERS

Qualifications and Maximum Hours of Service of Employees of Motor Carriers and Safety of Operation and Equipment

At a session of the Interstate Commerce Commission, Motor Carrier Safety Board, held at its office in Washington, D.C., on the 13th day of April 1966.

The matter of qualifications of drivers under the Motor Carrier Safety Regulations prescribed by order of April 14, 1952, as amended, being under consideration; and

It appearing, that on February 1, 1966, a notice of proposed rule making was issued in the above-entitled proceeding (31 F.R. 3081) with respect to proposals to amend § 191.2 of Part 191 of the Motor Carrier Safety Regulations, by adding certain language to subparagraphs (4) and (5) of paragraph (e) and by adding subparagraphs (8) and (9) to paragraph (e) in order to provide additional safeguards to assure reasonable controls and safety standards;

It further appearing, that pursuant to such notice and invitation no written statements containing data, views or arguments concerning the proposed amendments were received, and that no useful purpose would be served by assignment of the matter for oral hearing;

Upon consideration of the record herein, and good cause appearing therefor:

It is ordered, That § 191.2(e) of Title 49, Code of Federal Regulations be and it is hereby amended by adding (i), (ii), and (iii) to subparagraph (4), by adding subparagraphs (8) and (9) to paragraph (e) and changing the language of subparagraphs (4) and (5) as follows:

§ 191.2 Minimum requirements.

Except as provided in paragraph (e) of this section, no person shall drive, nor shall any motor carrier require or permit any person, to drive any motor vehicle unless such person possesses the following minimum qualifications:

(e) Any person failing to meet the requirements of paragraph (a) (1) or (3) of this section may be permitted to drive a vehicle, other than a vehicle transporting passengers, or a vehicle transporting explosives or other dangerous articles of such type and in such quantity as to require the vehicle to the specifically marked or placarded under the Explosives and Other Dangerous Articles Regulations (§ 77.823 of this chapter) or when operating without cargo under conditions which require the vehicle to be so marked or placarded under the Commission's regulations, if the Commission finds that a waiver may be granted consistent with safety and the public interest, and grants such a waiver, on the basis of an application meeting all of the following requirements:

(4) The application shall specify agreement by both the person and the carrier that the carrier will file promptly with the Director, Bureau of Operations and Compliance, such periodic reports as are required and that such reports will contain complete and truthful information as to the extent of the person's driving activity, any accidents in which he may be involved, and any arrests, suspensions, or convictions in which the person is involved.

(i) If the applicant motor carrier is a corporation, the application shall be

signed by a corporation officer and the applicant driver.

(ii) If the applicant motor carrier is a partnership, the application shall be signed by at least one of the partners and the applicant driver.

(iii) If the applicant motor carrier is a sole proprietorship, the application shall be signed by the proprietor and the applicant driver.

(5) The applicants shall agree that the waiver shall authorize driving in interstate commercial service for the applicant carrier only, that any arrest or conviction for violations of laws or ordinances, and any revocation or suspension of driving privileges will be reported to the Director, Bureau of Operations and Compliance, immediately on occurrence.

(8) A copy of the letter granting the waiver under this section, or a legible photographically reproduced copy thereof, shall be retained in the files of the motor carrier at its principal place of business during the period the driver is in the carrier's employment and 12 months after the termination of the driver's employment.

(9) Every driver granted a waiver under this section shall have in his possession while on duty a copy of the letter granting the waiver or a legible photographically reproduced copy thereof covering himself.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304)

It is further ordered, That this order shall become effective June 30, 1966, and shall remain in effect until the further order of the Commission.

It is further ordered, That notice of this order shall be given to motor carriers, other persons of interest and to the general public by depositing a copy thereof in the Office of the Secretary of the Interstate Commerce Commission, Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission, Motor Carrier Safety Board.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-4595; Filed, Apr. 26, 1966;
8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 908]

VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Expenses and Rate of Assessment for 1965-66 Fiscal Year

Consideration is being given to the following proposals submitted by the Valencia Orange Administrative Committee, established under the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof: (1) That the expenses that are reasonable and likely to be incurred by the Valencia Orange Administrative Committee during the period from November 1, 1965, through October 31, 1966, will amount to \$203,287 and (2) that there be fixed, at \$0.013 per carton of oranges, the rate of assessment payable by each handler in accordance with § 908.41 of the aforesaid marketing agreement and order.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals should file same in quadruplicate with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C., 20250, not later than the 10th day after publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Dated: April 22, 1966.

PAUL A. NICHOLSON,
Deputy Director, Fruit and
Vegetable Division, Consumer
and Marketing Service.

[F.R. Doc. 66-4604; Filed, Apr. 26, 1966;
8:50 a.m.]

[7 CFR Parts 1003, 1016]

[Docket Nos. AO-293-A10, AO-312-A6]

MILK IN WASHINGTON, D.C., AND UPPER CHESAPEAKE BAY MARKETING AREAS

Decision on Proposed Marketing Agreements and Orders

Pursuant to the provisions of the Agricultural Marketing Agreement Act of

1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at College Park, Md., on December 14, 1965, pursuant to notice thereof issued on November 29, 1965 (30 F.R. 14992), upon proposed marketing agreements and orders regulating the handling of milk in the Washington, D.C., and Upper Chesapeake Bay marketing areas.

Upon the basis of the evidence introduced at the hearing and the record thereof, the Deputy Administrator on March 30, 1966 (31 F.R. 5321; F.R. Doc. 66-3567), filed with the Hearing Clerk, U.S. Department of Agriculture, his recommended decision, containing notice of opportunity to file written exceptions thereto.

The material issue, findings and conclusions, rulings and general findings of the recommended decision (31 F.R. 5321; F.R. Doc. 66-3567) are hereby approved and adopted and are set forth in full herein:

The material issue on the record of the hearing relates to exempting from regulation the operation of a governmental agency.

Findings and conclusions. The following findings and conclusions on the material issue are based on evidence presented at the hearing and the record thereof:

Exempting a governmental agency. The Washington, D.C. (Order 3), and Upper Chesapeake Bay (Order 16) orders should exempt from regulation the plants of governmental agencies distributing fluid milk products in the marketing area. Fluid milk products received by such plants from a pool plant or a cooperative association in its capacity as a handler should be Class I and fluid milk products received at a pool plant from such plants should be Class II.

The University of Maryland spokesmen requested that the dairy plants it operates be exempt from the provisions of Orders 3 and 16. Although neither order now provides such exemption, various other orders specifically exempt such operations from their provisions.

The University of Maryland maintains a dairy herd and a processing plant in both College Park and Ellicott City, Md. The College Park plant handles about 2.5 million pounds of milk annually, of which approximately one million pounds is produced on their College Park research farm; the remainder is obtained directly from the farms of Maryland and Virginia Milk Producers Association producers, whose milk is pooled under the Washington order.

The Ellicott City facility produces about half of the approximately 2.7 million pounds of milk processed annually

at its plant. The remainder of its supply is received directly from the farms of Maryland Cooperative Milk Producers Association producers, whose milk is pooled under the Upper Chesapeake Bay order.

The milk production and processing carried on at College Park and Ellicott City are maintained in connection with the research and educational functions of the University of Maryland. They are used and deemed necessary in connection with the various courses given and research done under the auspices of the Dairy Science Department of the University. The plant facilities at College Park are used in laboratory instruction in courses in which more than 200 students are enrolled. The herds at both farms are used, among other things, for the evaluation of forage and other feeds which are produced on farms in the State of Maryland.

Milk that is not needed in the College Park plant for its various research projects is disposed of in fluid form through the University dining hall and other facilities at which students take their meals. About 40 percent of the milk produced by the College Park herd is used in the production of ice cream and various varieties of cheeses that are marketed through the University's dairy store on the campus. The cheeses are produced only in connection with either specific research projects or courses concerned with their manufacture.

All milk handled in the Ellicott City plant is disposed of in the form of fluid milk products to four state mental institutions in that vicinity.

Both the College Park and Ellicott City plants tailor their day-to-day purchases of producer milk to fit their requirements for fluid milk products. In those periods at the University when students are on vacation, for example, the College Park plant may receive no milk from producers; at the same time, it would move its unneeded own-production to the Ellicott City plant. This in turn would cause the Ellicott City plant to purchase less milk from producers. It is unlikely that the production at the two farms will at any time be more than their combined Class I requirements. If such unlikely situations did occur, however, a University spokesman stated that the University would expect to market such milk as surplus.

The University operates no routes in competition with the regulated handlers under the Washington and Upper Chesapeake Bay orders. Neither does it operate routes in competition with any other handlers. When purchases are made by the University of milk that is pooled under the two orders, such purchases are for Class I purposes and are so classified under the orders. Exempting from regulation the College Park and Ellicott City plants of the University of

Maryland (and providing similar treatment for other governmental agencies similarly situated) will have the effect of excluding from regulation the own-farm production of such operations.

The operations of the University's farms and the plants operated in conjunction with them are for the purpose of carrying out in the public interest a recognized function of the State. These operations are not in the nature of the operations of proprietary handlers whose regulation is necessary to effectuate the intent of the Act.

The present source of the supplemental supplies of the College Park and Ellicott City plants is directly from the farms of producers, whose milk is marketed through their cooperatives and transported from the farms in tank trucks. This type operation, in which the milk from the several farms is intermingled in a tank truck, lends itself conveniently to serve the varying needs of these University operated plants. Such supplemental supplies received at these plants are needed and used for Class I purposes. The Washington and Upper Chesapeake Bay orders should, therefore, provide that such milk received at the University's plant from producers' farms be classified as Class I. It is equally necessary to provide, in the event fluid milk products are received at the University's plant directly from pool plants, that such receipts be classified as Class I.

To qualify for pooling under the Washington and Upper Chesapeake Bay orders, milk must be received at a pool plant or diverted, under specified conditions, from a pool plant to a nonpool plant. Because the University's plants, as herein provided, would be nonpool plants, milk received at such plants from sources other than Washington and Upper Chesapeake Bay regulated plants and producers would not be subject to the provisions of these orders. Therefore, milk from producers' farms received at the University's plants may qualify for pooling as producer milk under the Washington or Upper Chesapeake Bay orders only on the basis of its having been diverted from a pool plant. Otherwise, such milk would lose its producer milk status and would not be pooled or priced under these orders.

As indicated above, it is not likely that the College Park and Ellicott City plants will have production from their farms in excess of their fluid milk requirements. Such excess production, if it should develop, could not be depended upon by handlers in the market as either a regular supply of milk or a supplemental supply during periods when the market may be short of milk. It would clearly be surplus milk incidental to the operation of the University's milk plants. Accordingly, the order should provide that milk received at pool plants from such exempt operations be allocated first to Class II. Any such milk allocated to Class I at a pool plant, would be subject to a compensatory payment at the difference between the Class I and Class II prices.

A handler opposed the University's proposal for exemption, contending that

the fluid milk operations of the University are larger than necessary for conducting its research and educational functions. In his brief, the handler states that if the recommended decision gives favorable consideration to the University's proposal, the hearing should be reopened. He would then demand additional information concerning the University's operations which, he asserts, would warrant denying the proposal. This handler and all other interested parties were afforded full opportunity at the hearing to present testimony and to cross-examine witnesses. The additional information to which he refers was no less available at the time of the hearing than it would be if the hearing were reopened at the present time. The request for reopening the hearing is therefore denied.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid orders and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreements and the orders, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing areas, and the minimum prices specified in the proposed marketing agreements and the orders, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreements and the orders, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Rulings on exceptions. In arriving at the findings and conclusions, and the

regulatory provisions of this decision, each of the exceptions received was carefully and fully considered in conjunction with the record evidence pertaining thereto. To the extent that the findings and conclusions, and the regulatory provisions of this decision are at variance with any of the exceptions, such exceptions are hereby overruled for the reasons previously stated in this decision.

Marketing Agreements and Orders. Annexed hereto and made a part hereof are four documents entitled, respectively, "Marketing Agreement Regulating the Handling of Milk in the Washington, D.C., Marketing Area", "Order Amending the Order Regulating the Handling of Milk in the Washington, D.C., Marketing Area", "Marketing Agreement Regulating the Handling of Milk in the Upper Chesapeake Bay Marketing Area", and "Order Amending the Order Regulating the Handling of Milk in the Upper Chesapeake Bay Marketing Area", which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions.

It is hereby ordered, That, all of this decision, except the attached marketing agreements, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreements are identical with those contained in the attached order which will be published with this decision.

Determination of representative period. The month of February 1966 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the attached orders, as amended and as hereby proposed to be amended, regulating the handling of milk in the Washington, D.C., and upper Chesapeake Bay marketing areas, is approved or favored by producers, as defined under the terms of the orders, as amended and as hereby proposed to be amended, and who, during such representative period, were engaged in the production of milk for sale within the aforesaid marketing areas.

Signed at Washington, D.C., on April 22, 1966.

GEORGE L. MEHREN,
Assistant Secretary.

ORDER ¹ AMENDING THE ORDER REGULATING THE HANDLING OF MILK IN WASHINGTON, D.C., MARKETING AREA

§ 1003.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in con-

¹ This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

fluct with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Washington, D.C., marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

ORDER, RELATIVE TO HANDLING

It is therefore ordered, That on and after the effective date hereof, the handling of milk in the Washington, D.C., marketing areas shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended and as hereby amended, as follows:

The provisions of the proposed marketing agreement and order amending the order contained in the recommended decision issued by the Deputy Administrator on March 30, 1966, and published in the FEDERAL REGISTER on April 2, 1966 (31 F.R. 5321; F.R. Doc. 66-3567), shall be and are the terms and provisions of this order, and are set forth in full herein:

1. In § 1003.9, the introductory text of paragraph (a) and subparagraphs (3) and (4) of paragraph (c) are revised to read as follows:

§ 1003.9 Pool plants and nonpool plants.

(a) An approved plant that is neither a producer-handler plant nor a plant of a handler pursuant to § 1003.10(e):

(c) "Partially regulated distributing plant" means a nonpool plant that is neither a producer-handler plant, an other order plant nor a plant of a han-

dlar pursuant to § 1003.10(e) and from which fluid milk products in consumer-type packages or dispenser units approved by a duly constituted health authority for fluid disposition are distributed on routes in the marketing area during the month.

(4) "Unregulated supply plant" means a nonpool plant that is neither a producer-handler plant, an other order plant nor a plant of a handler pursuant to § 1003.10(e) and from which fluid milk products approved by a duly constituted health authority for fluid disposition are shipped to a pool plant.

2. In § 1003.10, a new paragraph (e) is added to read as follows:

§ 1003.10 Handler.

(e) A governmental agency in its capacity as the operator of a nonpool plant disposing of fluid milk products on routes in the marketing area.

3. Section 1003.13 is revised to read as follows:

§ 1003.13 Dairy farmer.

"Dairy farmer" means any person (except a handler pursuant to § 1003.10(e)) who produces milk which is delivered in bulk to a plant.

4. In § 1003.30, a new paragraph (d) is added to read as follows:

§ 1003.30 Reports of receipts and utilizations.

(d) Each handler pursuant to § 1003.10(e) shall make reports to the market administrator at such time and in such manner as the market administrator may prescribe.

5. In § 1003.44, a new paragraph (b-1) is added and paragraph (d) and the introductory texts of paragraphs (c) and (e) are revised to read as follows:

§ 1003.44 Transfers.

(b-1) As Class I milk, if transferred or diverted from a pool plant to a nonpool plant of a handler pursuant to § 1003.10(e);

(c) As Class I milk, if transferred or diverted to a nonpool approved plant that is neither an other order plant, a producer-handler plant nor a plant of a handler pursuant to § 1003.10(e), unless otherwise classified on the basis of the following assignment of utilization at such nonpool approved plant, in excess of receipts of packaged fluid milk products from all pool plants and other order plants, pursuant to subparagraphs (1) through (4) of this paragraph:

(d) As Class I milk, if transferred in bulk in the form of milk, skim milk or cream, or diverted to a nonpool plant that is neither an approved plant, an other order plant, a producer-handler plant nor a plant of a handler pursuant to § 1003.10(e), located 300 miles or more by the shortest hard-surfaced highway distance as determined by the market administrator, from the zero milestone in Washington, D.C., except that cream so

transferred may be classified as Class II if the transferor claims such classification, gives sufficient notice so that the market administrator may verify conditions of shipment, establishes such cream was transferred without approval of a duly constituted health authority for fluid disposition, labels each container to show that the contents are for manufacturing only, and such shipment is so invoiced;

(e) As Class I milk, if transferred in bulk in the form of milk, skim milk, or cream, or diverted in bulk to a nonpool plant that is neither an approved plant, an other order plant, a producer-handler plant nor a plant of a handler pursuant to § 1003.10(e), located less than 300 miles, by the shortest hard-surfaced highway distance as determined by the market administrator, from the zero milestone in Washington, D.C., unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

6. Section 1003.46(a) (3) is revised to read as follows:

§ 1003.46 Allocation of skim milk and butterfat classified.

(3) Subtract in the order specified below from the pounds of skim milk remaining in each class, in series beginning with Class II, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which approval by a duly constituted health authority for fluid disposition is not established, or which are from unidentified sources;

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order; and

(iv) Receipts of fluid milk products from a handler pursuant to § 1003.10(e);

ORDER¹ AMENDING THE ORDER REGULATING THE HANDLING OF MILK IN UPPER CHESAPEAKE BAY MARKETING AREA

§ 1016 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

¹ This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Upper Chesapeake Bay marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

It is therefore ordered, That on and after the effective date hereof, the handling of milk in the Upper Chesapeake Bay marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended and as hereby amended, as follows:

The provisions of the proposed marketing agreement and order amending the order contained in the recommended decision issued by the Deputy Administrator on March 30, 1966, and published in the FEDERAL REGISTER on April 2, 1966 (31 F.R. 5321; F.R. Doc. 66-3567), shall be and are the terms and provisions of this order, and are set forth in full herein:

1. In § 1016.2, paragraph (c) is revised and a new subparagraph (g) (5) is added to read as follows:

§ 1016.2 Definitions of persons.

(c) "Dairy farmer" means any person (except a handler pursuant to § 1016.2(g)(5)) who produces milk which is delivered in bulk (tank or cans) to a plant.

(g) * * *

(5) A governmental agency in its capacity as the operator of a nonpool plant disposing of fluid milk products on routes in the marketing area.

2. In § 1016.3, the text that precedes the first proviso in paragraph (b) and subparagraphs (3) and (4) of paragraph (c) are revised to read as follows:

§ 1016.3 Definitions of plants.

(b) "Pool plant" means a plant specified in subparagraphs (1), (2), (3), or (4) of this paragraph that is neither a producer-handler plant nor a plant of a handler pursuant to § 1016.2(g)(5):

(c) * * *

(3) "Partially regulated distributing plant" means a nonpool plant that is neither a producer-handler plant, an other order plant nor a plant of a handler pursuant to § 1016.2(g)(5) and from which fluid milk products in consumer-type packages or dispenser units approved for fluid consumption by a duly constituted health authority are distributed on routes in the marketing area during the month; and

(4) "Unregulated supply plant" means a nonpool plant that is neither a producer-handler plant, an other order plant nor a plant of a handler pursuant to § 1016.2(g)(5) and from which fluid milk products approved by a duly constituted health authority for fluid consumption are shipped to a pool plant.

3. In § 1016.31, a new paragraph (h) is added to read as follows:

§ 1016.31 Other reports.

(h) Each handler pursuant to § 1016.2(g)(5) shall make reports to the market administrator at such time and in such manner as the market administrator shall request.

4. In § 1016.44, a new paragraph (b-1) is added and paragraph (c) and the introductory text of paragraph (d) are revised to read as follows:

§ 1016.44 Transfers.

(b-1) As Class I milk, if transferred or diverted from a pool plant to a nonpool plant of a handler pursuant to § 1016.2(g)(5);

(c) As Class I, if transferred or diverted in bulk to a nonpool plant that is neither an other order plant, a producer-handler plant nor a plant of a handler pursuant to § 1016.2(g)(5), located 300 miles or more from the City Hall in Baltimore, Md.;

(d) As Class I milk, if transferred or diverted in bulk to a nonpool plant that

is neither an other order plant, a producer-handler plant nor a plant of a handler pursuant to § 1016.2(g)(5), located less than 300 miles by the shortest hard surfaced highway distance as determined by the market administrator from the City Hall in Baltimore, Md., unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

5. Section 1016.46(a)(3) is revised to read as follows:

§ 1016.46 Allocation of skim milk and butterfat classified.

(a) * * *

(3) Subtract in the order specified below from the pounds of skim milk remaining in each class, in series beginning with Class II, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which approval by a duly constituted health authority for fluid disposition is not established, or which are from unidentified sources;

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order; and

(iv) Receipts of fluid milk products from a handler pursuant to § 1016.2(g)(5);

[F.R. Doc. 66-4605; Filed, Apr. 26, 1966; 8:50 a.m.]

[9 CFR Part 318]

REINSPECTION AND PREPARATION OF PRODUCTS

Use of Phosphates in Bacon

Notice is hereby given in accordance with section 4(a) of the Administrative Procedure Act (5 U.S.C. 1003(a)) that pursuant to the authority conferred by the Meat Inspection Act, as amended (21 U.S.C. 71-91) and subsections 306 (b) and (c) of the Tariff Act of 1930, as amended (19 U.S.C. 1306 (b) and (c)), it is proposed to amend the table in § 318.7(b)(4) of the Meat Inspection Regulations (9 CFR 318.7(b)(4)), by adding bacon to the list of products to which approved phosphates may be added. (The list of products would incidentally be clarified in certain respects.)

The information shown for phosphates in the table would be revised to read:

Class of substance	Substance	Purpose	Products	Amount
Phosphates.....	Disodium phosphate..	To decrease amount of cooked out juices.	Cured hams, pork shoulder picnics, and loins; canned hams and pork shoulder picnics; chopped ham; and bacon.	5.0 percent of phosphate in pickle at 10 percent pump level; 0.5 percent of phosphate in product (only clear solution may be injected into product).
	Monosodium phosphate.	do	do	Do.
	Sodium hexameta phosphate.	do	do	Do.
	Sodium tripolyphosphate.	do	do	Do.
	Sodium pyrophosphate.	do	do	Do.
	Sodium acid pyrophosphate.	do	do	Do.

Statement of considerations. The use of phosphates in curing bacon will, according to data from scientific testing, shorten the time needed for smoking and facilitate slicing of the product. This should reduce production costs and result in savings to consumers. Phosphates are safe and are now approved for use in curing hams, pork shoulder picnics, loins, canned ham picnics, and chopped hams.

Any person who wishes to submit written, data, views, or arguments concerning the proposed amendment may do so by filing them with the Hearing Clerk, U.S. Department of Agriculture, Washington, D.C., 20250, in duplicate within 60 days after date of publications of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Done at Washington, D.C., this 21st day of April 1966.

R. K. SOMERS,
Deputy Administrator,
Consumer Protection.

[F.R. Doc. 66-4586; Filed, Apr. 26, 1966; 8:48 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Part 4]

[Docket No. R-303]

HYDROELECTRIC LICENSE APPLICATIONS

Exhibit Relating to Protection and Enhancement of Fish and Wildlife Resources

APRIL 19, 1966.

1. Notice is given pursuant to section 4 of the Administrative Procedure Act that the Commission is proposing to amend Part 4, Regulations under the Federal

Power Act (18 CFR 4.41) to provide that an exhibit setting forth matters related to the conservation of fish and wildlife resources affected by the project be filed as part of license applications for proposed projects of more than 2,000 horsepower installed capacity.

It is not presently contemplated that such an exhibit will be required with respect to applications for constructed projects, except with respect to applications for licenses under section 15 of the Federal Power Act.

2. The proposed exhibit would be of assistance in expediting the processing of applications by identifying potential problems with respect to fish and wildlife resources and suggesting possible solutions thereto, upon the filing of an application. The requirement for the proposed exhibit is intended to encourage applicants' early consultation with Federal and State Fish and Wildlife agencies in planning for the conservation and enhancement of fish and wildlife resources affected by a project. It would also facilitate the Commission's compliance with the requirements of the Fish and Wildlife Coordination Act (P.L. 85-624, 48 Stat. 401) for consultation with the U.S. Fish and Wildlife Service, Department of the Interior and appropriate State fish and wildlife agencies on the conservation of fish and wildlife resources affected by a project.

3. This amendment is proposed to be issued under the authority granted to the Federal Power Commission by the Federal Power Act, as amended, particularly sections 4(e), 9, 10(a), 10(i), and 309 thereof (16 U.S.C. 797(e), 802, 803, 825(h)).

4. Accordingly, it is proposed to amend Part 4, Subchapter B, Chapter I, Title 18 of the Code of Federal Regulations,

(1) By adding *Exhibit S*, to follow § 4.41 Exhibit R reading as follows:

§ 4.41 Required exhibits.

Exhibit S. A report on the effect, if any, of the project upon the fish and wildlife resources in the project area and proposals for measures considered necessary to conserve

and, if possible, to enhance fish and wildlife resources affected by the project, including functional design drawings of any fish ladders proposed to be constructed in compliance with section 18 of the Federal Power Act and such other facilities or developments as may be necessary for the protection, conservation, improvement, and mitigation of losses of fish and wildlife resources. The Applicant shall prepare this exhibit on the basis of studies made after consultation and in cooperation with the United States Fish and Wildlife Service, Department of the Interior, and appropriate state fish and wildlife agencies and shall include therein a statement on the nature and extent of its consultation and cooperation with those agencies.

(2) By modifying § 4.50 to include an exception to the requirement for an Exhibit S with respect to applications for certain constructed projects:

§ 4.50 Contents.

Exhibit S. This exhibit shall not be required for license applications on constructed projects, except with respect to applications for licenses under section 15 of the Federal Power Act.

5. Any person may submit to the Federal Power Commission, Washington, D.C., 20426, not later than May 19, 1966, data, views, comments and suggestions in writing concerning the proposed revision in the regulations under the Federal Power Act. An original and nine conformed copies of any such submittals should be filed. The Commission will consider any such written submittals before acting on the proposed regulations.

By direction of the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-4561; Filed, Apr. 26, 1966; 8:46 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 221]

COSMETIC AND TOILET PREPARATIONS INDUSTRY

Extension of Time for Comments

Notice is hereby given that the Commission has extended the closing date for the presentation by letter or other communication of views or information concerning the proposed revised trade practice rules for the Cosmetic and Toilet Preparations Industry from April 25, 1966 to May 15, 1966.

Approved: April 21, 1966.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-4669; Filed, Apr. 26, 1966; 8:50 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

IMPORTATION OF CERTAIN MERCHANDISE DIRECTLY FROM HONG KONG

Available Certifications by Government of Hong Kong

Notice is hereby given that certificates of origin issued by the Department of Commerce and Industry of the Government of Hong Kong under procedures agreed upon between that Government and the Foreign Assets Control are available with respect to the importation into the United States directly, or on a through bill of lading, from Hong Kong of the following additional commodities:

Goat hair, processed (wigs, etc.).
Shoes, leather soled with nonleather uppers.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.

[F.R. Doc. 66-4663; Filed, Apr. 26, 1966;
8:50 a.m.]

POST OFFICE DEPARTMENT

POSTAL SAVINGS SYSTEM

Notice of Discontinuance

Public Law 89-377 directs the Postmaster General to close out the Postal Savings System. The closing date is April 27, 1966. On and after that date no deposit shall be accepted in an existing account and no new postal savings accounts shall be opened.

A. Interest payments. Interest on deposits shall cease to accrue on the anniversary dates of the respective certificates occurring in the 12-month-period ending April 26, 1967. Subject to this limitation, monthly interest will be paid on certificates more than 3 months old (from the date interest begins) when such certificates are surrendered during an interest quarter so that depositors will not be required to make several trips to the post office in order to avoid losing interest on their certificates. Tables showing the amount to be paid for one and two months on each denomination of certificate and instructions for paying will be furnished all postal savings depository post offices.

B. Informing depositors. A poster announcing the discontinuance of the Postal Savings System will be displayed in the lobbies of main post offices, branches and stations. Individual notices will not be sent to depositors. Individual depositors will not be contacted in any way to notify them of a balance due.

C. Payment to a depositor who has postal savings certificates for full amount claimed. Payment will be in accordance with current regulations, except for interest. See regulations under A above for interest payments.

D. Claims by a depositor who has no postal savings certificates. No payment will be made until the depositor fills out and signs the "Identification Data of Depositor" under section E of POD Form PS-607, Depositors Application for New Postal Savings Certificates. Form PS-607 must be completed in duplicate. Replacement certificates will not be issued, but Form PS-607 will serve as the depositor's application for payment. Post offices will obtain a statement and signature of patron under section A and will complete sections A and B of Form PS-607. Payment by check will be made direct to depositor by Postal Data Center for Post Office Department.

E. Payment to a depositor who has postal savings certificates for part of the amount claimed. Depositor will be paid for certificates for which he surrenders as indicated under C above. No payment will be made for amount claimed for which depositor does not surrender postal savings certificates. Follow instructions under D above for unpaid portion of account.

F. Deposits at a post office other than local office of depositor. Form 315, Depositor's Application to Withdraw Postal Savings by Mail, will be furnished in small quantities to all post offices for use of patrons who have postal savings accounts at some post office other than their local office and wish to make withdrawal by mail. A special form, POD Form 1688 Inquiry About Postal Savings Account will be furnished to patrons at all post offices in small quantities for use by patrons who believe they have an account at an office other than their local office and wish to make inquiry as to whether there is an account in their name with an outstanding balance. If there is an account and the patron does not have postal savings certificates, the office where the account is held will mail to the patron a Form PS-607 Depositors Application for New Postal Savings Certificates for completion and return. Upon completion and return by the patron of the Form PS-607, the office with the outstanding balance will process the form as indicated under D above.

G. Accounts of deceased and incompetent depositors. There will be no change in the handling by postmasters of accounts of deceased or incompetent depositors.

H. Application for savings bonds. If depositors wish to invest their postal savings funds in United States Savings Bonds, bond application forms will be given them. The Treasury Department will furnish depository post offices a supply of bond application forms for this

purpose. If the post office does not have issuing authority, patrons will be advised that most banks sell U.S. Savings Bonds.

(R.S. 161, as amended; 5 U.S.C. 22; 39 U.S.C. 501, 505, 5201-5229, Pub. L. 89-377, March 28, 1966, 80 Stat. 92)

TIMOTHY J. MAY,
General Counsel.

APRIL 25, 1966.

[F.R. Doc. 66-4610; Filed, Apr. 26, 1966;
8:50 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Riverside 05240]

CALIFORNIA

Notice of Termination of Proposed Withdrawal and Reservation of Lands

APRIL 18, 1966.

The Department of the Navy filed on June 9, 1964, an application for withdrawal of lands, serial number Riverside 05240, from all forms of appropriation under the public land laws, including the Taylor Grazing Act of June 28, 1934 (48 Stat. 1269), as amended, the mining and mineral leasing laws, and the disposal of material under the Act of July 21, 1947 (61 Stat. 681; 30 U.S.C. 601-604), as amended.

The notice of proposed withdrawal and reservation of land under this application was published on page 7782 of the FEDERAL REGISTER issued June 18, 1964 (F.R. Doc. 64-6040).

The applicant agency has canceled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 2310, such lands will, at 10 a.m. on Monday, May 16, 1966, be relieved of the segregative effect of the above-mentioned application.

The lands involved in this notice of termination are:

SAN BERNARDINO MERIDIAN, CALIF.

T. 9 N., R. 1 W.,
Sec. 22, $W\frac{1}{2}E\frac{1}{2}W\frac{1}{2}E\frac{1}{2}$;
Sec. 27, $W\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$.

The area described aggregates 50.00 acres.

HALL H. McCLAIN,
Manager.

[F.R. Doc. 66-4563; Filed, Apr. 26, 1966;
8:46 a.m.]

[Idaho 017255]

IDAHO

Notice of Proposed Withdrawal and Reservation of Lands

APRIL 19, 1966.

The Forest Service, Department of Agriculture, has filed an application, Se-

rial Number Idaho 017255, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining laws but not the mineral leasing laws nor disposals of materials under the Act of July 31, 1947 (61 Stat. 681; 30 U.S.C. 601-604), as amended. The applicant desires the land for use as a warehousing complex and horse pasture in connection with the administration of the Soda Springs Ranger District, Caribou National Forest.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Post Office Box 2237, Boise, Idaho, 83701.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Department of Agriculture.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

BOISE MERIDIAN, IDAHO

T. 8 S., R. 42 E.,
Sec. 28, E $\frac{1}{2}$ SW $\frac{1}{4}$.

The area described aggregates 80 acres in Caribou County, Idaho.

ORVAL G. HADLEY,
Manager, Land Office.

[F.R. Doc. 66-4564; Filed, Apr. 26, 1966;
8:46 a.m.]

[New Mexico 0559836]

NEW MEXICO

Notice of Proposed Withdrawal and Reservation of Lands

APRIL 19, 1966.

The Forest Service, U.S. Department of Agriculture has filed application, Serial No. New Mexico 0559836 for the withdrawal of lands described below. The lands were conveyed to the United States pursuant to section 8 of the

Taylor Grazing Act. They lie within the exterior boundaries of the Cibola National Forest. They have not been open to entry under the public land laws. The applicant desires the lands for the addition to, and the consolidation with national forest lands to permit more efficient administration thereof in the conservation of national resources.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Chief, Division of Lands and Minerals Program Management and Land Office, Post Office Box 1449, Santa Fe, N. Mex., 87501.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

T. 6 N., R. 5 E.,
Sec. 14, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 23, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 26, W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$.
T. 7 N., R. 6 E.,
Sec. 22, NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 24, S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.

The area described aggregates 960 acres.

MICHAEL T. SOLAN,
Chief, Division of Lands and
Minerals, Program Management
and Land Office.

[F.R. Doc. 66-4565; Filed, Apr. 26, 1966;
8:46 a.m.]

[Oregon 017352]

OREGON

Notice of Proposed Classification of Public Lands

1. Pursuant to the provisions of the act of September 19, 1964 (43 U.S.C.

1412), notice is hereby given of a proposal to classify the following described public lands in Harney County, Oreg., for disposal through exchange under section 8 of the act of June 28, 1934 (48 Stat. 1272), as amended (43 U.S.C. 315g):

WILLAMETTE MERIDIAN, OREGON

T. 25 S., R. 27 E.,
Sec. 13, SE $\frac{1}{4}$;
Sec. 24, E $\frac{1}{2}$;
Sec. 25, lots 1, 2, NE $\frac{1}{4}$ NE $\frac{1}{4}$, and W $\frac{1}{2}$ NE $\frac{1}{4}$.
T. 26 S., R. 27 E.,
Sec. 18, lot 4;
Sec. 19, lots 1 and 2.
T. 27 S., R. 27 E.,
Sec. 20, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 28, E $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 29, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ -SE $\frac{1}{4}$;
Sec. 32, E $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 33, NW $\frac{1}{4}$.
T. 25 S., R. 28 E.,
Sec. 7, lot 4;
Sec. 16, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 17, SW $\frac{1}{4}$ and W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 18, lots 1, 2, 3, 4, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 19, lots 1, 2, 3, 4, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ -SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
T. 25 S., R. 28 E., continued
Sec. 20, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 21, W $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 28, NW $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 25 S., R. 29 E.,
Sec. 19, SE $\frac{1}{4}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 30, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$.

The areas described aggregate 4150.92 acres.

2. Classification of the above-described lands by a classification order will segregate the lands from all forms of disposal under the public land laws, including the mining laws, except as to application under section 8 of the Taylor Grazing Act (38 Stat. 1272), as amended.

3. Publication of this proposed classification order will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing disposal of their mineral and vegetative resources, other than under the mining laws.

4. For a period of 60 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Department of the Interior, 74 South Alvord Street, Burns, Oreg., 97720.

If circumstances warrant it, a public hearing will be held at a convenient time and place which will be announced.

After having considered comments received as a result of this publication and hearing if such is deemed necessary to be held, the undersigned officer will classify the above-described lands, which classification shall be published in the FEDERAL REGISTER.

For the State Director.

J. KENT GILES,
Acting State Director.

[F.R. Doc. 66-4566; Filed, Apr. 26, 1966;
8:46 a.m.]

Bureau of Reclamation

[Public Announcement 30, Amdt. 5]

COLUMBIA BASIN PROJECT, WASH.**Sale of Full-Time Farm Units**

Public announcement of the sale of farm units in the South Columbia Basin Irrigation District, Columbia Basin Project, Washington, dated May 19, 1959, published in the *FEDERAL REGISTER* at 24 F.R. 4664, and subsequently amended, is further amended for Farm Unit 167, Irrigation Block 20, by deleting the second paragraph of Section 16d: *Residence Requirements*.

The purchasers now own an adjoining farm unit which includes a full set of farm buildings. The purpose of this amendment is to waive the residence requirements on their base unit to avoid unnecessary duplication of housing.

FLOYD E. DOMINY,
Commissioner of Reclamation.

APRIL 20, 1966.

[F.R. Doc. 66-4567; Filed, Apr. 26, 1966; 8:46 a.m.]

Office of the Secretary**VINCENT M. BROWN****Report of Appointment and Statement of Financial Interests**

APRIL 20, 1966.

Pursuant to section 302(a) of Executive Order 10647, the following information on a WOC appointee in the Department of the Interior is furnished for publication in the *FEDERAL REGISTER*:

Name of appointee: Vincent M. Brown.
Name of employing agency: Emergency Petroleum & Gas Administration.

The title of the appointee's position: Director, Office of the Secretariat.

The name of the appointee's private employer or employers: National Petroleum Council.

The statement of "financial interests" for the above appointee is enclosed.

STEWART L. UDALL,
Secretary of the Interior.

APPOINTEE'S STATEMENT OF FINANCIAL INTERESTS

In accordance with the requirements of section 302(b) of Executive Order 10647, I am filing the following statement for publication in the *FEDERAL REGISTER*:

(1) Names of any corporations of which I am, or had been within 60 days preceding my appointment, on March 2, 1966, as Director, Office of the Secretariat, EPGA, Office of Oil and Gas, an officer or director:

President, The St. Aidan School.
Tidewater Broadcasting, Inc., Director.
Secretary, The Terminal Building Corp.
Secretary-Treasurer, Brown Realty Corp.

(2) Names of any corporations in which I own, or did own within 60 days preceding my appointment, any stocks, bonds, or other financial interests:

The First Virginia Corp.—35 shares, common.

Maryland Cup Corp.—15 shares, common.
Ford Motor Corp.—10 shares, common.
Brown Realty Corp.—15 shares, common.

(3) Names of any partnerships in which I am associated, or had been associated within 60 days preceding my appointment:

None.

(4) Names of any other businesses which I own, or owned within 60 days preceding my appointment:

None.

VINCENT M. BROWN.

FEBRUARY 25, 1966.

[F.R. Doc. 66-4568; Filed, Apr. 26, 1966; 8:46 a.m.]

RALPH F. BOVIER**Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
- (2) No change.
- (3) No change.
- (4) No change.

This statement is made as of April 7, 1966.

Dated: April 7, 1966.

R. F. BOVIER.

[F.R. Doc. 66-4569; Filed, Apr. 26, 1966; 8:47 a.m.]

JAMES S. BROADDUS**Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
- (2) No change.
- (3) No change.
- (4) No change.

This statement is made as of April 4, 1966.

Dated: April 4, 1966.

JAMES S. BROADDUS.

[F.R. Doc. 66-4570; Filed, Apr. 26, 1966; 8:47 a.m.]

CHARLES M. CUSTER**Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28,

1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
- (2) No change.
- (3) No change.
- (4) No change.

This statement is made as of April 1, 1966.

Dated: April 4, 1966.

CHAS. M. CUSTER.

[F.R. Doc. 66-4571; Filed, Apr. 26, 1966; 8:47 a.m.]

JOHN W. HIERONYMUS**Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
- (2) Add: Owens Illinois Inc., Sinclair Oil Corp.
- (3) No change.
- (4) No change.

This statement is made as of April 5, 1966.

Dated: April 5, 1966.

JOHN W. HIERONYMUS.

[F.R. Doc. 66-4572; Filed, Apr. 26, 1966; 8:47 a.m.]

GEORGE F. HRUBESKY**Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) Vice-President, Power Generation and Engineering.
- (2) No change.
- (3) None.
- (4) None.

This statement is made as of April 7, 1966.

Dated: April 7, 1966.

G. F. HRUBESKY.

[F.R. Doc. 66-4573; Filed, Apr. 26, 1966; 8:47 a.m.]

HOMER G. KEESLING**Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
 (2) Abacus Fund (Retained); Adams-Mills Corp. (Retained); California Packing Corp. (Retained); Pacific Gas & Electric Co. (Pension).
 (3) No change.
 (4) No change.

This statement is made as of April 14, 1966.

Dated: April 14, 1966.

H. G. KEESLING.

[F.R. Doc. 66-4574; Filed, Apr. 26, 1966; 8:47 a.m.]

CHARLES K. MILLEN

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
 (2) No change.
 (3) No change.
 (4) No change.

This statement is made as of April 6, 1966.

Dated: April 6, 1966.

CHARLES K. MILLEN.

[F.R. Doc. 66-4576; Filed, Apr. 26, 1966; 8:47 a.m.]

GEORGE A. PORTER

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
 (2) Additions:

100 shares Cooper Tire & Rubber Co. common stock; 200 shares Pacific Gas & Electric Co. 6 percent 1st Cumulative Preferred; 200 shares Southern California Edison Co. 4.32 percent Cumulative Preferred.

Deletions:

100 shares American Radiator Standard Sanitary common stock; 100 shares Chas. Pfizer Co. common stock; 100 shares United States Rubber Co. common stock.

- (3) No change.
 (4) No change.

This statement is made as of April 4, 1966.

Dated: April 4, 1966.

GEORGE A. PORTER.

[F.R. Doc. 66-4577; Filed, Apr. 26, 1966; 8:47 a.m.]

HOWARD LESTER LIVINGOOD

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Pro-

duction Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) I was elected Assistant Vice President of New York State Electric & Gas Corp., December 3, 1965.
 (2) None.
 (3) None.
 (4) None.

This statement is made as of April 4, 1966.

Dated: April 4, 1966.

HOWARD LESTER LIVINGOOD.

[F.R. Doc. 66-4575; Filed, Apr. 26, 1966; 8:47 a.m.]

EDWARD W. WELCH

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

- (1) No change.
 (2) No change.
 (3) No change.
 (4) No change.

This statement is made as of April 2, 1966.

Dated: April 2, 1966.

EDWARD W. WELCH.

[F.R. Doc. 66-4578; Filed, Apr. 26, 1966; 8:47 a.m.]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of the Secretary

REGIONAL DIRECTOR OF ADMINISTRATION, REGION V (FORT WORTH)

Redelegation of Authority To Execute Legends on Bonds, Notes, or Other Obligations

The Regional Director of Administration, Region V (Fort Worth), Department of Housing and Urban Development, is hereby authorized within the Region to execute, on behalf of the Secretary of Housing and Urban Development, any legend appearing on any bond, note, or other obligation being acquired by the Federal Government from a local public agency pursuant to Title I of the Housing Act of 1949, as amended (42 U.S.C. 1450 et seq.), which legend indicates the Federal Government's acceptance of the delivery of the particular bond, note, or other obligation and its payment therefor on the date specified in the particular legend.

This redelegation of authority supersedes the redelegation effective July 1, 1956 (22 F.R. 3447, May 16, 1957).

(79 Stat. 670, 5 U.S.C. 624d(d); Secretary of Housing and Urban Development delegation effective March 22, 1966 (31 F.R. 4814, March 22, 1966))

Effective as of the 27th day of April 1966.

W. W. COLLINS,
Regional Administrator,
Region V (Fort Worth).

[F.R. Doc. 66-4606; Filed, Apr. 26, 1966; 8:50 a.m.]

REGIONAL DIRECTOR OF ADMINISTRATION, REGION VI (SAN FRANCISCO)

Redelegation of Authority To Execute Legends on Bonds, Notes, or Other Obligations

The Regional Director of Administration, Region VI (San Francisco) Department of Housing and Urban Development, is hereby authorized within such Region to execute, on behalf of the Secretary of Housing and Urban Development, any legend appearing on any bond, note, or other obligation being acquired by the Federal Government from a local public agency on account of a loan to such local public agency pursuant to Title I of the Housing Act of 1949, as amended (42 U.S.C. 1450 et seq.), which legend indicates the Federal Government's acceptance of the delivery of the particular bond, note, or other obligation and its payment therefor on the date specified in the particular legend.

This redelegation supersedes the redelegation effective June 1, 1955 (20 F.R. 3854, June 2, 1955).

(79 Stat. 670, 5 U.S.C. 624d(d), Secretary's delegation effective 3/22/66 (31 F.R. 4814))

Effective as of the 27th day of April 1966.

JACK R. SCHONBORN,
Acting Regional Administrator,
Region VI.

[F.R. Doc. 66-4607; Filed, Apr. 26, 1966; 8:50 a.m.]

FEDERAL MARITIME COMMISSION

MOORE-McCORMACK LINES, INC., AND ROYAL NETHERLANDS STEAMSHIP CO.

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San

Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. J. D. Straton, Jr.
Freight Rate Department
Moore-McCormack Lines
2 Broadway
New York, N.Y. 10004

Agreement 9542, between Moore-McCormack Lines, Inc., and Royal Netherlands Steamship Co., establishes a through billing arrangement for movement of cargo from U.S. Pacific Coast Ports to the Ports of Georgetown, British Guiana; Paramaribo, Surinam; Cayenne, French Guiana with transshipment at Port of Spain, Trinidad in accordance with terms and conditions set forth in the agreement.

Dated: April 22, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-4597; Filed, Apr. 26, 1966;
8:49 a.m.]

MOORE-McCORMACK LINES, INC., AND TRANSPORTE MARITIMO ORIENTAL C.A.

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. J. D. Straton, Jr.
Freight Rate Department
Moore-McCormack Lines
2 Broadway
New York, N.Y. 10004

Agreement 9543, between Moore-McCormack Lines, Incorporated and Transporte Maritimo Oriental C.A., establishes a through billing arrangement for movement of cargo from U.S. Pacific Coast Ports to Venezuelan Ports with transshipment at Puerto Cabello or La Guaira, Venezuela, in accordance with the terms and conditions set forth in the agreement.

Dated: April 22, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-4598; Filed, Apr. 26, 1966;
8:49 a.m.]

[No. 65-51]

HAWAII/EUROPE RATE AGREEMENT

Admission, Withdrawal and Expulsion, Self-Policing Provisions; Revised Order To Show Cause

On December 20, 1965, the Commission instituted this proceeding ordering respondent Pacific Coast European Conference and its member lines to show cause why their agreement (FMC No. 8410) should not be disapproved because it was not in conformance with Commission General Orders 7 and 9. Subsequently, the Commission postponed, until further notice, all requirements under the Order To Show Cause, after receipt of information from counsel for the conference that appropriate amendments to the agreement would be submitted to the Commission.

By letter dated March 18, 1966, conference counsel have transmitted proposed amendments to Agreement 8410, purporting to satisfy the requirements of General Orders 7 and 9. A comparison of the proposed amendment to Article 5 of Agreement No. 8410 with General Order No. 9, relating to conference admission, withdrawal and expulsion, indicates that the proposed amendment is in substantial compliance therewith. However, the proposed new Article 8 of Agreement 8410 does not comply with the requirements of General Order 7, relating to self-policing, inasmuch as it fails to describe "the method or system used by the parties in policing the obligations under the agreement, including the procedure for handling complaints and the functions and authority of every person having responsibility for administering the system."

Therefore, it is ordered, That the proceeding be discontinued with respect to the issues relating to General Order 9, and

It is further ordered, That pursuant to sections 15 and 22 of the Shipping Act, 1916, the Hawaii/Europe Rate Agreement and the member lines thereof show cause why Agreement 8410, as amended, should not be disapproved by the Commission pursuant to section 15 of the Shipping Act, 1916, because of the parties' failure to comply with the requirements of sec-

tion 15 of the Shipping Act, 1916, and their failure to comply with the Commission's General Order No. 7, issued July 30, 1963. This proceeding shall be limited to the submission of affidavits, memoranda and oral argument. The affidavits of fact and memoranda of law shall be filed by respondents no later than close of business May 6, 1966, replies thereto shall be filed by Hearing Counsel and interveners, if any, no later than close of business May 12, 1966. An original and 15 copies of affidavits of fact, memoranda of law, and replies are required to be filed with the Secretary, Federal Maritime Commission, Washington, D.C., 20573. Copies of any papers filed with the Secretary should also be served upon all parties hereto. Oral argument will be heard at 9:30 a.m., May 17, 1966, in Room 114, 1321 H Street NW., Washington, D.C.

It is further ordered, That the Hawaii/Europe Rate Agreement and its member lines, as indicated in Attachment 1 below, are hereby made respondents in this proceeding.

It is further ordered, That this order be published in the FEDERAL REGISTER and a copy of such order be served upon each respondent.

Persons other than respondents and Hearing Counsel who desire to become a party to this proceeding shall file a petition for leave to intervene in accordance with Rule 5(1) (46 CFR 502.72) of the Commission's rules of practice and procedure no later than the close of business May 2, 1966, with a copy to respondents.

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

ATTACHMENT 1

HAWAII/EUROPE RATE AGREEMENT

c/o Mr. Leonard James
Graham James & Rolph
310 Sansome Street
San Francisco, Calif. 94104

HANSEATIC-VAASA LINE

Mr. L. H. Cloud, Owner's Representative
215 Market Street
San Francisco, Calif. 94105

REDERIKTIEBOLAGET NORDSTJERNAN (JOHNSON LINE)

Grace Line Inc., General Agents
2 Pine Street
San Francisco, Calif. 94111

STATES MARINE LINES

States Marine-Isthmian Agency, Inc.
100 Bush Street
San Francisco, Calif. 94104

[F.R. Doc. 66-4599; Filed, Apr. 26, 1966;
8:49 a.m.]

MEMBER LINES OF R.C.D. SHIPPING SERVICES

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as

amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Robert R. Kreis
Levin, Kreis, Ruskin & Gyory
55 Liberty Street
New York, N.Y. 10005

Agreement 9490-1, between the parties to the "R.C.D. Shipping Services," a joint service comprising Turkish, Iranian, and Pakistan national flag common carriers, operating in the trade from U.S. Atlantic and Gulf ports to Turkish, Iranian, and Pakistan ports, modifies the basic agreement by adding the Iranian Shipping Lines, S.A., an Iranian Flag carrier, as a member thereof. This modification is contingent upon the members compliance with the Commission's order of conditional approval of the basic agreement, dated November 12, 1965.

Dated: April 22, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-4596; Filed, Apr. 26, 1966;
8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP66-325]

CITY OF PAWNEE ROCK, KANS.,
AND NATURAL GAS PIPELINE CO.
OF AMERICA

Notice of Application

APRIL 20, 1966.

Take notice that on April 13, 1966, the city of Pawnee Rock, Kans. (Applicant), filed in Docket No. CP66-325 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Natural Gas Pipeline Co. of America (Respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution in Applicant, all as more fully set forth in the application

which is on file with the Commission and open to public inspection.

The application states that Applicant is located in Barton County in western Kansas, approximately 14 miles southwest of Great Bend, Kans., with a population of approximately 426 and is situated approximately 6 miles southeast of Respondent's main transmission line in Kansas. The application further states that there are existing gas distribution facilities in Applicant.

Applicant states that its present gas supply is of very poor quality and that its citizens feel that with gas of a better quality available they could attract more people and industry to their city.

Applicant proposes to construct a 4-inch lateral transmission pipeline approximately 6 miles in length extending northwest from its border to an interconnection with Respondent's main transmission pipeline in Kansas.

The total estimated volumes of natural gas necessary to meet Applicant's annual and peak day requirements for the initial 3-year period of proposed operations are stated to be:

	First year	Second year	Third year
Annual (Mcf)-----	34,500	36,950	33,920
Peak day (Mcf)-----	286	306	324

The total estimated cost of Applicant's proposed transmission pipeline is \$82,201, which cost will be financed through the issuance of bonds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 18, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-4556; Filed, Apr. 26, 1966;
8:45 a.m.]

[Docket No. CP66-179]

SECRETARY OF THE ARMY AND ATLANTIC SEABOARD CORP.

Notice of Application

APRIL 20, 1966.

Take notice that on December 3, 1965, the Secretary of the Army (Applicant), Washington, D.C., 20310, filed an application pursuant to section 7(a) of the Natural Gas Act for an order directing Atlantic Seaboard Corp. to sell and deliver up to 288 Mcf of natural gas per day through an existing connection at the Vint Hill Farms Station, Virginia, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that he is presently engaged in the distribution and sale of natural gas within the boundaries of the military reservation known as Vint Hill Farms Station, Warrenton, Va. Applicant makes both residential and commercial sales from his distribution system.

Applicant further states that he presently purchases the gas from Virginia Gas Distribution Co. which delivers the gas through Respondent's main pipeline at the existing connection. Respondent's main pipeline runs through the military reservation.

It is Applicant's understanding that Respondent and Virginia Gas are affiliated companies and are wholly owned subsidiaries of Columbia Gas System, Inc. By the application, Applicant seeks the direct delivery and sale of the gas by Respondent.

The estimated volumes of gas to meet the peak day and annual requirements of Applicant for the first three years of proposed operations are as follows:

	First year	Second year	Third year
Peak Day (Mcf)-----	238	262	288
Annual (Mcf)-----	128,684	141,548	155,702

No new facilities will be required.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 18, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-4557; Filed, Apr. 26, 1966;
8:45 a.m.]

[Docket No. E-7280]

IOWA SOUTHERN UTILITIES CO.

Notice of Application; Correction

APRIL 18, 1966.

In the Notice of Application issued April 6, 1966, and published in the FEDERAL REGISTER April 13, 1966 (F.R. Doc. 66-3938, 31 F.R. 5721), change "Southeastern" to "Southwestern" in the following: Paragraphs 1, 2, 3 and 4.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-4558; Filed, Apr. 26, 1966;
8:46 a.m.]

[Docket No. E-7257]

GAINESVILLE UTILITIES DEPARTMENT ET AL.

Order Providing for Hearing

APRIL 19, 1966.

On November 22, 1965, the Gainesville Utilities Department and the city of Gainesville, Fla. (Gainesville), filed an application for interconnection and complaint against unlawful actions, pursuant to the Federal Power Act, requesting this Commission to order Florida Power Corp. (Florida Power), St. Petersburg, Fla., to establish an interconnection with Gainesville under terms and conditions to be determined by this Commission and to sell or exchange energy with the city. Gainesville's complaint alleges that Florida Power is discriminating unlawfully against Gainesville in violation of the

Federal Power Act and has consummated restrictive contracts or arrangements with other electric utilities alleged to be unlawful under the provisions of the Act.

On December 23, 1965, Florida Power filed a motion to dismiss Gainesville's Application for Interconnection and Complaint. The company filed an answer to the complaint on January 25, 1966. Gainesville filed an answer to the company's motion to dismiss on January 14, 1966.

This order directs a hearing on the issues raised by the complaint and Florida Power's answer thereto as well as the Company's motion to dismiss the complaint and Gainesville's answer thereto.

According to the complaint Gainesville operates an isolated generating, transmission and distribution system in Alachua County, Fla. It seeks an interconnection to enable it to sell and exchange electric power and energy with Florida Power.

The complaint and answer of Florida Power thereto as well as the company's answer to the latter raise questions of law and fact upon which a hearing should be granted prior to resolution of the issues presented. Numerous conferences between representatives of Gainesville and Florida Power have failed to provide a satisfactory basis for their resolution on an informal basis.

Accordingly, we find it necessary and appropriate to direct a hearing thereon with a prehearing conference scheduled before a presiding examiner at an early date. On March 14, 1966, Florida Power filed an application for prehearing discovery and the issuance of subpoenas. Responses were filed by Gainesville and staff on April 4, 1966. That application and the responses thereto are hereby referred to the presiding examiner for his consideration.

The Commission further finds: It is necessary and appropriate for the purposes of carrying out the provisions of the Federal Power Act, and particularly, but not in limitation of the foregoing, sections 10, 202, 205, 206, 207, 301, 306, 307, 308, and 309, that a public hearing be ordered respecting the issues presented in the application for interconnection and complaint filed by Gainesville and Florida Power's answer thereto, together with Florida Power's motion to dismiss and Gainesville's answer thereto.

The Commission orders:

(A) A public hearing shall be held concerning the issues presented in the application for interconnection and complaint filed by Gainesville and Florida Power's answer thereto as well as Florida Power's motion to dismiss the application for interconnection and complaint and Gainesville's answer at a time and place to be specified by the presiding examiner following the prehearing conference hereinafter directed.

(B) A prehearing conference shall be held before the presiding examiner commencing at 10 a.m., e.d.s.t., May 10, 1966, in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., for purposes as speci-

fied in the Commission's rules of practice and procedure.

(C) Florida Power is hereby directed pursuant to the provisions of the Federal Power Act, particularly sections 301, 306, 307, 308, and 309 thereof, to grant to the members of the staff of the Federal Power Commission during regular business hours free access to and opportunity to inspect and examine all facilities, properties, accounts, memoranda and other records of that company when requested so to do by the staff for the purposes of the hearing ordered in this proceeding.

(D) Notices of intervention and petitions to intervene in this proceeding may be filed with the Federal Power Commission, Washington, D.C., 20426, on or before May 6, 1966, in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.37).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-4559; Filed, Apr. 26, 1966;
8:46 a.m.]

[Docket No. G-12108, etc.]

PETROLEUM, INC. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates¹

APRIL 19, 1966.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commis-

sion, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 11, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after April 15, 1965, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed herein for the filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-12108 D 4-11-66	Petroleum, Inc. (Operator), et al., 300 West Douglas, Wichita, Kans., 67202 (partial abandonment).	Cities Service Gas Co., Elwood Field, Barber County, Kans.	(1)	-----
G-14259 (G-14257) C 4-11-66 ¹	Dorchester Gas Producing Co., Post Office Box 750, Amarillo, Tex., 79105.	Tensas Gas Gathering Corp., Rodney Field, Jefferson County, Miss.	11.0	15.025
G-19109 C 4-14-66	William G. Webb, 1900 Mercantile Dallas Bldg., Dallas, Tex., 75201.	El Paso Natural Gas Co., Basin Dakota Field, San Juan County, N. Mex.	13.0	15.025
G-19145 C 4-14-66	J. Glenn Turner, 1900 Mercantile Dallas Bldg., Dallas, Tex., 75201.	do	13.0	15.025
CI60-142 (CI60-43) E&C 4-11-66 ¹	Tidewater Oil Co. (successor to Gulf Oil Corp.), Post Office Box 1404, Houston, Tex., 77001.	United Gas Pipe Line Co., West Bastian Bay Field, Plaquemines Parish, La.	20.0	15.025

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

¹This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI03-31- (CI03-116) F 4-8-66 11-23-66	Frederick C. & Ferry F. Hamilton, d.b.a. Hamilton Brothers, Ltd. (successor to Cities Service Oil Co.), 1817 Denver Bldg., Denver, Colo., 80202	Panhandle Eastern Pipe Line Co., Daily Area, Texas County, Okla.	17.0	14.65
CI04-1327- O 9-11-66	Midwest Oil Corp., 1700 Broadway, Denver, Colo., 80202	Natural Gas Pipeline Co. of America, Thomas Area, Dewey and Custer Counties, Okla.	15.0	14.65
CI04-1436- O 4-8-66	Streetest Lands Co. Inc., Box 350, Spencer, W. Va., 25776	Consolidated Gas Supply Corp., Smithfield District, Boone County, W. Va.	25.0	15.325
CI05-2- D 4-11-66	Arkin Exploration Co., et al., Post Office Box 1136, Sheepsport, La. 71102 (partial abandonment)	Arkansas Louisiana Gas Co., McCurtain Area, Haskell County, Okla.	Uneconomical	-----
CI05-645- O 4-8-66	Trojan Coal & Petroleum Corp., Clark Bldg., Indiana, Pa. 15701	Consolidated Gas Supply Corp., Center District, Gilmer County, W. Va.	25.0	15.325
CI05-891- O 4-8-66	M. D. Carey, et al., d.b.a. Carey Oil Co., et al., 224 Washington Boulevard, Belpre, Ohio, 45714	Consolidated Gas Supply Corp., Grant District, Doddridge County, W. Va.	25.0	15.325
CI05-954- B 4-7-66	Fred J. Ayesh (Operator), et al., 438 Wetmore Dr., Wichita, Kans., 67206	Cities Service Gas Co., acreage in Cowley County, Kans.	Uneconomical	-----
CI05-955- A 4-11-66	Ralph A. Johnston, 2635 Humble Bldg., Houston, Tex., 77002	El Paso Natural Gas Co., Blanco Mesa Verde Field, San Juan County, N. Mex.	12.0	15.025
CI05-955- A 4-8-66	Clark Oil & Refining Corp., 8530 National Ave., Milwaukee, Wis., 53227	Mountain Fuel Supply Co., Ace Unit Area, Moffat County, Colo.	13.0	15.025
CI05-957- B 4-8-66	C. E. Ames, d.b.a. Ames Oil & Gas, 3801 Kirby Dr., Houston, Tex., 77006	Texas Gas Transmission Corp., Mortons Gap Field, Hopkins County, Ky.	(*)	-----
CI05-958- A 4-7-66	George Dolezal, Jr., 1700 Broadway, Denver, Colo., 80202	Mountain Fuel Supply Co., Powder Wash Field, Moffat County, Colo.	13.0	15.025
CI05-959- (CI03-63) F 4-8-66	Arnold Petroleum, Inc. (Operator), et al. (successor to Anadarko Production Co.), 700 United Founders Tower, Oklahoma City, Okla., 73102	Northern Natural Gas Co., Mocane-Lavens Field, Beaver County, Okla.	17.0	14.65
CI05-960- (CI03-160) F 4-8-66	Arnold Petroleum, Inc. (Operator), et al. (successor to Sunray D-X Oil Co.), Arnold Petroleum, Inc.	do	17.0	14.65
CI05-961- (CI02-1388) F 4-8-66	Continental Oil & Gas Co. (Operator), et al. (successor to Pecten Petroleum Co. Inc.)	do	15.0	15.025
CI05-962- A 4-11-66	Continental Oil & Gas Co. (Operator), et al., 1121 American Bldg., Houston Tex., 77002	Texas Eastern Transmission Corp., Manilla Village Field, Jefferson Parish, La.	15.0	15.025
CI05-963- A 4-11-66	Quaker State Oil Refining Corp., et al., Box 337, Bradford, Pa., 16701	Consolidated Gas Supply Corp., Glenville District, Gilmer County, W. Va.	25.0	15.325

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI05-964- B 4-11-66	Petroleum Inc., 300 West Douglas, Wichita, Kans., 67202	Cities Service Gas Co., Hartner Field, Barber County, Kans.	Depleted	-----
CI05-965- A 4-11-66	Anadarko Production Co., Post Office Box 9317, Fort Worth, Tex., 76107	Northern Natural Gas Co., Camrick Gas Area, Beaver County, Okla.	17.0	14.65
CI05-967- F (CI05-260) F 4-11-66	Taneco Oil Co. (successor to Sohio Petroleum Co.), Post Office Box 2511, Houston, Tex., 77001	Mississippi River Transmission Corp., Woodlawn Field, Harrison County, Tex.	15.0	14.65
CI05-968- A 4-11-66	George Loufellow, Orma, W. Va., 25288	Equitable Gas Co., Washington District, Calhoun County, W. Va.	25.0	15.325
CI05-969- A 3-30-66	Ralph L. Warner and A. D. Lipps, c/o Ralph L. Warner, agent, 105 Lee St., Gassaway, W. Va., 26024	Equitable Gas Co., Glenville District, Gilmer County, W. Va.	25.0	15.325
CI05-971- A 4-8-66	Knapp Oil & Gas Co., c/o Fred H. Knapp, attorney in fact, New Martinsville, W. Va., 26155	Carnegie Natural Gas Co., Center District, Wetzel County, W. Va.	20.0	15.325
CI05-974- A 4-13-66	Longhorn Production Co. (Operator), et al., 640 Meadows Bldg., Dallas, Tex., 75221	Natural Gas Pipeline Co. of America, acreage in Wise County Area, Tex.	16.0	14.65
CI05-975- A 4-13-66	Mesa Petroleum Co., 1601 Taylor St., Amarillo, Tex., 79106	Panhandle Eastern Pipe Line Co., Northcreek Sealing Field, Major County, Okla.	16.0	14.65
CI05-976- B 4-13-66	Jack W. Giesby (Operator), et al., 1108 Commercial National Bank Bldg., Shreveport, La., 71101	Texas Gas Transmission Corp., Carthage Field, Panola County, Tex.	Depleted	-----
CI05-977- A 4-14-66	Mesa Petroleum Co., 1601 Taylor St., Amarillo, Tex., 79106	Northern Natural Gas Co., Lovedale Field, Harper County, Okla.	17.0	14.65
CI05-978- A 4-11-66	George R. Kerns, 3457 East 83rd St., Tucson, Ariz., 85706	Carnegie Natural Gas Co., acreage in Tyler County, W. Va.	20.0	15.325
CI05-979- A 4-11-66	Texas Gas Co., 5 South Commerce, Ada, Okla., 73401	Lone Star Gas Co., acreage in Stephens County, Okla.	14.0	14.65
CI05-980- A 4-8-66	Pallaces Petroleum Co., 825 South Barrington Ave., Los Angeles, Calif., 90049	The Manufacturers Light & Heat Co., Meade District, Marshall County, W. Va.	25.0	15.325

¹ Supply of gas from Good Gas Unit is depleted to the extent that continuance of service is unwarranted.² Adds acreage acquired from Southwest Gas Producing Co., Inc. Docket No. G-14257.³ Adds to Docket No. CI05-142 all acreage (to which Tidewater has succeeded) covered under Gulf Oil Corp.'s FPC GHS No. 214-Docket No. CI05-43. Docket No. CI05-43 will be terminated.⁴ Supplement to application filed.⁵ Contract provides for upward and downward B.t.u. adjustment on a proportional basis from a base of 1,000 B.t.u.'s per cubic foot; however, temporary authorization, issued Nov. 8, 1960, conditioned rate to 17.0 cents per Mcf and provided that the upward B.t.u. provision be eliminated from the contract.⁶ Subject to downward B.t.u. adjustment and deduction by buyer of cost of bringing sub-quality gas up to contract specifications; not to exceed 3.0 cents per Mcf.⁷ Includes 1.0 cent per Mcf minimum guarantee for liquid products.⁸ Producing properties sold to Buyer.

[F.R. Doc. 66-4560; Filed, Apr. 26, 1966; 8:46 a.m.]

FEDERAL RESERVE SYSTEM

HARTER BANK & TRUST CO.

Order Approving Merger of Banks

In the matter of the application of the Harter Bank & Trust Co. for approval of merger with the Waynesburg Bank.

There has come before the Board of Governors, pursuant to the Bank Merger Act, as amended (12 U.S.C. 1828(c), Public Law 89-356), an application by the Harter Bank & Trust Co., Canton, Ohio, a State member bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and the Waynesburg Bank, Waynesburg, Ohio, under the charter and title of the Harter Bank & Trust Co. As an incident to the merger, the sole office of the Waynesburg Bank would become a branch of the resulting bank. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed merger.

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of this date, that said application be and hereby is approved, provided that said merger shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after said date.

Dated at Washington, D.C., this 20th day of April 1966.

By order of the Board of Governors.²

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 66-4562; Filed, Apr. 26, 1966;
8:46 a.m.]

GENERAL SERVICES ADMINISTRATION

[FPR Temporary Regulation No. 6]

EQUAL EMPLOYMENT OPPORTUNITY

Standard Government Contract Forms; Extension of Temporary Regulation

To: Heads of Federal agencies.

1. *Purpose.* This regulation continues in effect the provisions of FPR Temporary Regulation No. 1, October 19, 1965 (30 F.R. 13475).

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Cleveland.

² Voting for this action: Chairman Martin, and Governors Shepardson, Mitchell, Daane, Malsel, and Brimmer. Absent and not voting: Governor Robertson.

2. *Background.* Subsequent to the promulgation of Executive Order No. 11246, September 24, 1965 (30 F.R. 12319), the Secretary of Labor adopted the Rules and Regulations of the President's Committee on Equal Employment Opportunity (30 F.R. 13441). A revision of these rules and regulations is now under consideration by the Department of Labor. Completion of that revision is deemed desirable before Temporary Regulation No. 1 is codified in the Federal Procurement Regulations.

3. *Agency implementation.* Pending reprinting of standard forms and related amendments of the FPR, agencies shall comply with the provisions of FPR Temporary Regulation No. 1, October 19, 1965.

4. *Effective date.* This regulation is effective on April 24, 1966, with respect to invitations for bids and requests for proposals or similar documents first initiated on or after that date.

5. *Expiration date.* Unless revised or canceled earlier by a formal FPR amendment, this regulation and the provisions of FPR Temporary Regulation No. 1 expire on October 24, 1966.

J. E. MOODY,
Acting Administrator
of General Services.

APRIL 25, 1966.

[F.R. Doc. 66-4659; Filed, Apr. 26, 1966;
8:50 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

APRIL 21, 1966.

The common stock, 10 cents par value, of Continental Vending Machine Corp., being listed and registered on the American Stock Exchange and having unlisted trading privileges on the Philadelphia-Baltimore-Washington Stock Exchange, and the 6 percent convertible subordinated debentures due September 1, 1976 being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15 (c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange, the Philadelphia-Baltimore-Washington Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period April

22, 1966, through May 1, 1966, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-4581; Filed, Apr. 26, 1966;
8:48 a.m.]

[File No. 70-4371]

EASTERN SHORE PUBLIC SERVICE CO. OF MARYLAND AND DELAWARE POWER & LIGHT CO.

Proposed Issuance and Sale of Principal Amount of Promissory Notes by Subsidiary Public-Utility Company and Acquisition and Pledge Thereof by Parent Registered Holding Company

APRIL 21, 1966.

Notice is hereby given that Delaware Power & Light Co. ("Delaware"), 600 Market Street, Wilmington, Del., 19899, a registered holding company and a public-utility company, and its subsidiary company, The Eastern Shore Public Service Co. of Maryland ("Maryland"), 114 North Division Street, Salisbury, Md., a public-utility company, all of whose outstanding securities are owned by Delaware, have filed with this Commission a joint application-declaration, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 6(b), 9(a), 12(d), and 12(f) of the Act and Rules 43, 44, and 50(a) (3) thereunder as applicable to the proposed transactions. All interested persons are referred to said joint application-declaration, which is summarized below; for a complete statement of the proposed transactions.

From time to time prior to March 31, 1968, Maryland proposes to issue and sell to Delaware for cash its promissory notes due October 1, 1973, in an aggregate principal amount not in excess of \$3,500,000. The notes will bear interest at 4.6 percent but, at such time as Delaware shall market its next issue of bonds, all notes thereafter issued by Maryland shall bear interest equal to the cost of money to Delaware under such bond issue, rounded to the nearest one-tenth of 1 percent. The notes will be pledged by Delaware with Chemical Bank New York Trust Co., Trustee, in accordance with the provisions of the Indenture of Mortgage and Deed of Trust of Delaware to Chemical Bank New York Trust Co., Trustee, dated as of October 1, 1943, as security for Delaware's first mortgage bonds.

Maryland will use the proceeds derived from the sale of the notes to reimburse its treasury for moneys previously expended for construction requirements and to provide funds for future construction expenditures. Proposed additions to Maryland's property and plant are estimated at \$4,685,555 for 1966 and \$3,648,000 for 1967.

It is stated that, other than miscellaneous traveling expenses, the expenses

in connection with the proposed transactions, including legal expenses estimated at not in excess of \$750, will be nominal.

A joint application has been filed by Maryland and Delaware with the Public Service Commission of Maryland, the State commission of the State in which Maryland is organized and doing business, for authorization of the proposed transactions. A copy of the order of that commission, when entered, will be filed by amendment in this proceeding.

Notice is further given that any interested person may, not later than May 18, 1966, request in writing that a hearing be held on such matters, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the joint application-declaration, as amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20 (a) and 100 thereof or take such other action as it may deem appropriate.

By the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-4582; Filed, Apr. 26, 1966;
8:48 a.m.]

[File No. 70-4372]

UNITED GAS CORP.

Proposed Acquisition of Assets of Non-Associate Public-Utility Com- pany by Public-Utility Subsidiary Company of Holding Company

APRIL 21, 1966.

Notice is hereby given that United Gas Corp. ("United"), United Gas Building, 1525 Fairfield Avenue, Shreveport, La., 71102, a gas utility company and a subsidiary company of Pennzoil Co., a registered holding company, has filed an application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 7, 9, and 10 of the Act as applicable to the proposed transaction. All interested persons are referred to the application-declaration, which is summarized below, for a complete statement of the proposed transaction.

United has entered into an Agreement of Exchange of Assets for Stock ("Agreement") with Tyler Gas Service Co. ("Tyler Gas"), a gas utility company, to acquire all of the assets of Tyler Gas in exchange for 50,000 shares of common stock, \$10 par value, of United (subject to adjustment on the closing date in the event of any change in the capitalization of United or reduction in the net worth of Tyler Gas since June 30, 1965), and the assumption by United of the liabilities of Tyler Gas, principally long-term debt. Immediately following the consummation of the transaction, Tyler Gas will dissolve and will distribute the United common stock to its common stockholders.

Tyler Gas distributes natural gas to 21,000 customers in the city of Tyler, Tex. ("City"), and in 1965 purchased 95.52 percent of its supply of natural gas from United Gas Pipe Line Co. ("Pipe Line"), a subsidiary company of United. United distributes natural gas at retail for residential, commercial, and industrial uses in 392 communities, having 661,175 customers, in Texas, Louisiana, Mississippi, and Florida. United serves 44 communities and approximately 56,248 customers within a 75-mile radius of the city.

As of December 31, 1965, the gross property, plant, and equipment of Tyler Gas, at original cost, amounted to \$3,148,755, and the related accumulated depreciation reserve amounted to \$874,151. At the same date current assets amounted to \$342,707 and current liabilities were \$480,999, of which \$107,386 were payable to Pipe Line. Tyler Gas' operating revenues for the calendar years 1964 and 1965, amounted to \$1,780,603 and \$1,735,026, respectively, and its net income after preferred stock dividend requirements was \$138,786 and \$120,428, respectively.

On February 15, 1966, Tyler Gas had outstanding \$1,152,000 principal amount of first mortgage 5½ percent bonds, series A, due September 1, 1982, which will be assumed by United or redeemed by it at not in excess of 105½ percent of the principal amount. On the same date Tyler Gas had outstanding 600 shares of 5 percent cumulative \$50 par value sinking fund preferred stock, held by an insurance company, which Tyler Gas will redeem for approximately \$30,000 in cash prior to consummation of the proposed transaction. It also had outstanding 10,000 shares of common stock, \$10 par value per share, held by twelve individuals.

The proposed sale of the Tyler Gas assets to United is subject to the approval of a majority of the voters of the city who will vote at an election expected to be held for that purpose in May 1966.

The application-declaration states that the terms of the proposed transaction were determined by arms-length bargaining between the parties. The expenses to be incurred by United in connection with the transaction are estimated to total \$33,000, including legal fees of \$28,000 and accounting fees of \$1,500.

The filing states that no State or Federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given that any interested person may, not later than May 9, 1966, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the filing which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant-declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-4583; Filed, Apr. 26, 1966;
8:48 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 568]

ARKANSAS

Declaration of Disaster Area

Whereas, it has been reported that during the month of April 1966, because of the effects of certain disasters, damage resulted to residences and business property located in Grant County in the State of Arkansas;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Executive Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid

County and areas adjacent thereto, suffered damage or destruction resulting from a tornado and accompanying conditions occurring on or about April 11, 1966.

Office: Small Business Administration Regional Office, 600 West Capital Avenue, Little Rock, Ark.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to October 31, 1966.

Dated: April 15, 1966.

RICHARD E. KELLEY,
Acting Executive Administrator.

[F.R. Doc. 66-4587; Filed, Apr. 26, 1966;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1334]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 22, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68462. By order of April 21, 1966, the Transfer Board, on reconsideration, approved the transfer to Blaine Albert Willetts, doing business as Willetts' Charter Service, Route 1, Box 29, Frostburg, Md., of the operating rights of Herbert S. Ritchie, doing business as Garrett County Charter Service, 243 North Third Street, Oakland, Md., in certificate No. MC-124503, issued February 4, 1963, authorizing the transportation, over irregular routes, of passengers and their baggage, in the same vehicle with passengers, in charter operations, beginning and ending at points in Garrett County, Md., and extending to points in Pennsylvania, Maryland, Delaware, Virginia, West Virginia, and the District of Columbia.

No. MC-FC-68563. By order of April 21, 1966, the Transfer Board approved the transfer to Edgar Rimback, doing business as Maplewood Transfer & Storage Co., Millburn, N.J., of the operating rights in certificate No. MC-9949, issued August 5, 1959, to Suburban Moving & Transportation Co., Inc., Caldwell, N.J., authorizing the transportation of: Household goods, between points in named counties in New Jersey, on the

one hand, and, on the other, points in New Jersey, New York, Pennsylvania, Connecticut, Rhode Island, Massachusetts, Delaware, Maryland, and the District of Columbia. John M. Zachara, Post Office Box 2860, Paterson, N.J., 07509, representative for applicants. Robert B. Pepper, 297 Academy Street, Jersey City, N.J., 07306, representative for applicants.

No. MC-FC-68621. By order of April 20, 1966, the Transfer Board approved the transfer to Fleming's Express, Inc., Walpole, Mass., of that portion of the operating rights in certificate No. MC-85608 (Sub-No. 1), issued May 17, 1963, to Richard L. Conway, doing business as Berkshire Express, Pittsfield, Mass., authorizing the transportation of: Heavy machinery, equipment, and other articles, which by reason of size or weight require the use of special devices for handling between Pittsfield, Mass., and points within 25 miles thereof, on the one hand, and, on the other, points in Massachusetts, Rhode Island, Connecticut, and New York. Robert J. Gallagher, 111 State Street, Boston, Mass., 02109, attorney for applicants. William R. Flynn, 29 Wendell Avenue, Pittsfield, Mass., attorney for applicants.

No. MC-FC-68653. By order of April 21, 1966, the Transfer Board approved the transfer to St. Louis, Washington, Union Express, Inc., Washington, Mo., the operating rights in certificate No. MC-52714, issued November 15, 1949, to Ben Vogt, doing business as St. Louis, Washington Express, Washington, Mo., authorizing the transportation of: General commodities with the usual exceptions, over regular routes, between St. Louis, Mo., and Washington, Mo. Ernest A. Brooks, II, 1301 Ambassador Building, St. Louis, Mo., 63101, attorney for applicants.

No. MC-FC-68664. By order of April 21, 1966, the Transfer Board approved the transfer to St. Louis Industrial Coal Sales, Inc., St. Louis, Mo., of the operating rights in permit No. MC-27304, issued June 6, 1941, to Independent Coal Dealers, Inc., St. Louis, Mo., authorizing the transportation of: Coal, from points in Illinois to St. Louis, Mo., and points in St. Louis County, Mo. Ernest A. Brooks, II, 1301 Ambassador Building, St. Louis, Mo., 63101, attorney for applicants.

No. MC-FC-68687. By order of April 21, 1966, the Transfer Board approved the transfer to Goff Transport, Inc., Paterson, N.J., of a portion of the operating rights in certificate No. MC-105822 (Sub-No. 1), issued October 26, 1948, in the name of Charles N. Ged and Joseph C. Homcy, doing business as G & H Transportation Co., Paterson, N.J.; transferred by order of the Commission, Transfer Board, entered December 16, 1964, in No. MC-FC-67407, to Kay-Len Trans., Inc., Paterson, N.J., and by order of the Board entered May 21, 1965, in No. MC-FC-67751, transferred to transferor herein, Warren Delivery Service, Inc., and consummated June 24, 1965. The portion of the operating rights herein transferred covers the transportation of general commodities, with the usual

exceptions, between specified counties in New Jersey and New York, N.Y., and tile and tile products between points in Hudson and Essex Counties, N.J. George A. Olsen, 69 Tonnet Avenue, Jersey City, N.J., 07306, representative for applicants.

No. MC-FC-68686. By order of April 21, 1966, the Transfer Board approved the transfer to Sandi Trucking Co., Inc., Jersey City, N.J., of a portion of the operating rights in certificate No. MC-105822 (Sub-No. 1), issued October 26, 1948, in the name of Charles N. Ged and Joseph C. Homcy, doing business as G & H Transportation Co., Paterson, N.J.; transferred by order of the Commission, Transfer Board, entered December 16, 1964, in No. MC-FC-67407, to Kay-Len Trans., Inc., Paterson, N.J., and by order of the Board, entered May 21, 1965, in No. MC-FC-67751, transferred to transferor herein, Warren Delivery Service, Inc., and consummated June 24, 1965. The portion of the operating rights herein transferred covers the transportation of general commodities, with the usual exceptions, between specified counties in New Jersey and New York, N.Y. George A. Olsen, 69 Tonnet Avenue, Jersey City, N.J., 07306, representative for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-4588; Filed, Apr. 26, 1966;
8:48 a.m.]

[Notice 910]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 22, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 95084 (Sub-No. 48), filed April 4, 1966. Applicant: HOVE TRUCK LINE, Stanhope, Iowa. Applicant's representative: Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 279, Ottumwa, Iowa, 52501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Farm machinery, and agricultural implements and parts, from Hesston, Kans., to points in Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Florida, Georgia,

Illinois, Indiana, Iowa, Kentucky, Kansas, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: May 5, 1966, at the Pickwick Motor Inn, Kansas City, Mo., before Examiner George A. Dahan.

NOTICE OF FILING OF PETITIONS

No. MC 78182 (Notice of filing of petition for waiver of Rule 1.101(e) and for leave to file petition seeking clarification and modification of authority), filed April 12, 1966. Petitioner: JOSEPH PESTRAK, MARY PESTRAK, AND FRANK PESTRAK, a partnership, doing business as PERAWEL TRUCKING COMPANY, Trenton, N.J. Petitioner's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. Petition states that petitioner is a successor to a "grandfather" applicant, and that it holds certificate in MC 78182, issued December 1, 1960 as follows: Regular Routes: *General commodities* (with the usual exceptions), between Philadelphia, Pa., and New York, N.Y., serving all intermediate points except those between New York, N.Y., and New Brunswick, N.J.: From Philadelphia, over U.S. Highway 1 to Trenton, N.J. (also from Philadelphia over U.S. Highway 13 to Trenton), thence over U.S. Highway 1 to New Brunswick, N.J., thence over New Jersey Highway 18 to Bound Brook, N.J., thence over New Jersey Highway 28 to Elizabeth, N.J., thence over U.S. Highway 1 to junction U.S. Truck Highway 1, thence over U.S. Truck Highway 1 to Jersey City, N.J., and thence across the Hudson River to New York (also via Hudson vehicular tunnel to New York), and return over the same route; between Philadelphia, Pa., and Trenton, N.J., serving all intermediate points, except those between New York, N.Y., and New Brunswick, N.J.:

From Philadelphia across the Delaware River to Camden, N.J., thence over U.S. Highway 130 to junction U.S. Highway 206, thence over U.S. Highway 206 to Trenton, and return over the same route, serving the off-route points of Hillside, Bloomfield, Orange, East Orange, West Orange, South Orange, Bordentown, Montclair, Clifton, Passaic, Hawthorne, Paterson, Rutherford, Hackensack, Lodi, Garfield, Woodbridge, South River, Sayreville, Highland Park, South Amboy, Perth Amboy, Metuchen, Carteret, Rahway, Linden, Roselle, Rosell Park, Belleville, Nutley, Kearny, Harrison, Bayonne, Hoboken, Weehawken, Union City, West New York, Edgewater, Englewood, Roebing, Florence, Beverly, Riverside, Riverton, Delanco, Palmyra, Delair, Pettys Island, Collingswood, Haddonfield, and Haddon Heights, N.J., and Conshohocken, Pa., in connection with the above-described routes. By the instant petition, petitioner requests the waiver of Rule 1.101(e) of the general rules of practice, and that its authority be modified as follows, with respect to the description of the regular routes,

intermediate points and off-route points: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Philadelphia, Pa., and New York, N.Y., serving all intermediate points:

From Philadelphia over U.S. Highway 1 to Trenton, N.J. (also from Philadelphia over U.S. Highway 13 to Trenton), thence over New Jersey Highway 18 to Bound Brook, N.J., thence over New Jersey Highway 28 to Elizabeth, N.J., thence over U.S. Highway 1 to Jersey City, N.J., and thence across the Hudson River to New York (also via Hudson vehicular tunnels to New York), and return over the same route; between Philadelphia and Trenton, N.J., serving all intermediate points: From Philadelphia across the Delaware River to Camden over U.S. Highway 130 to junction U.S. Highway 206; over U.S. Highway 206 to Trenton and return over the same route, serving the off-route points of Hillside, Bloomfield, Orange, East Orange, West Orange, South Orange, Bordentown, Montclair, Clifton, Passaic, Hawthorne, Paterson, Rutherford, Hackensack, Lodi, Garfield, Woodbridge, South River, Sayreville, Highland Park, South Amboy, Perth Amboy, Carteret, Belleville, Nutley, Harrison, Bayonne, Union City, West New York, Edgewater, Englewood, Roebing, Florence, Beverly, Riverside, Riverton, Delanco, Palmyra, Delair, Pettys Island, Collingswood, Haddonfield, Haddon Heights, Conshohocken, Pa., in connection with the above-described route. Any person or persons desiring to participate, may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO EXTENT APPLICABLE

No. MC 14277 (Sub-No. 1), filed April 18, 1966. Applicant: CHICAGO-AURORA MOTOR SERVICE, INC., Aurora Avenue Lane, Aurora, Ill. Applicant's representative: Paul J. Maton, Suite 1149, 10 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, class A explosives, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Chicago, Ill., on the one hand, and, on the other, points in that part of Illinois bounded by a line commencing at the junction Illinois Highway 7 and U.S. Highway 45, and extending south along U.S. Highway 45 to the Kankakee County line, thence westerly along the Kankakee County line to the Grundy County line, thence north-

erly along the Grundy County line to the Kendall County line, thence northerly along the Kendall County line to U.S. Highway 30, thence northwesterly along U.S. Highway 30 to the Kane County line, thence easterly along Kane County line to Du Page County line, thence easterly along the Du Page County line to Cook County line, thence southerly along Cook County line to junction Illinois Highway 7, and thence easterly along Illinois Highway 7 to the point of beginning, except that such operations do not duplicate those authorized in certificate No. MC 40903, issued by the Commission. NOTE: This application is directly related to MC-F-9248, as amended, published FEDERAL REGISTER, this issue.

No. MC 25399 (Sub-No. 4), filed April 4, 1966. Applicant: A-P-A TRANSPORT CORP., 2110 85th Street, North Bergen, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except household goods, office furniture and equipment, and commodities which necessitate the use of tank trucks, dump trucks or special equipment), between points in Connecticut. NOTE: This application is directly related to MC-F-9394, published April 13, 1966.

No. MC 69116 (Sub-No. 97), filed April 4, 1966. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill., 60606. Applicant's representative: Jack Goodman, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between points in Erie County, N.Y., (2) from points in Erie County, N.Y., to points in Genesee, Monroe, Niagara, and Orleans Counties, N.Y., (3) between points in Niagara County, N.Y., and (4) from points in Niagara County, N.Y., to points in Erie County, N.Y. NOTE: This application is directly related to MC-F-9393, published FEDERAL REGISTER issue April 13, 1966.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-9248 (Chicago-Aurora Motor Service, Inc.—Purchase (Portion)—James V. Shepley), published in the November 10, 1965, issue of the FEDERAL REGISTER one page 14185. By amendment filed April 18, 1966, Applicants seek to purchase the following additional operating rights: Under a certificate of registration, in Docket No. MC-40903 (Sub-No. 3), covering the transportation

of commodities general within a fifty (50) mile radius of 2 North Desplaines Street, Joliet, Ill., and to transport such property to or from any point outside of such authorized area of operation for a shipper or shippers within such area, as a common carrier, in intrastate commerce. **NOTE:** Docket No. MC-14277 Sub-No. 1, is a matter directly related.

No. MC-F-9402. Authority sought for control by THE FIRST GRAY LINE CORPORATION, 1010 Eye Street NW., Washington, D.C., of TANNER MOTOR TOURS OF NEVADA, LTD., 1406 Commerce Street, Las Vegas, Nev., and for acquisition by HENRY F. BURROUGHS, also of Washington, D.C., of control of TANNER MOTOR TOURS OF NEVADA, LTD., through the acquisition by THE FIRST GRAY LINE CORPORATION. Applicants' attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C., 20005. Operating rights sought to be controlled: Authority applied for in pending Docket Nos. MC-127564 Subs 2, 3, and 4, covering the transportation of passengers and their baggage, in the same vehicle with passengers, in special operations, as a common carrier, over regular routes, between Las Vegas, Nev., and Lake Mead, Nev., serving the intermediate point of Hoover Dam, Nevada-Arizona, between Las Vegas, Nev., and Los Angeles, Calif., between Las Vegas, Nev., and the Grand Canyon, Ariz., serving no intermediate points, in a circular tour, from Los Angeles, Calif., to certain specified points in Arizona, and Nevada, serving the intermediate points of Phoenix, Ariz., Lake Mead and Las Vegas, Nev.; passengers and their baggage, in the same vehicle with passengers, in charter operations, over irregular routes, beginning and ending at Las Vegas, Nev., and points within its commercial zone, and extending to points in California, Nevada, Arizona, Oregon, Washington, and Utah., beginning and ending at Los Angeles, Calif., and points in Santa Barbara, Ventura, Los Angeles, Orange, Riverside, Kern, and San Diego Counties, Calif., and that part of San Bernardino County, Calif., on and south of U.S. Highway 466, and extending to points in California, Nevada, Arizona, Oregon, Washington, and Utah. THE FIRST GRAY LINE CORPORATION holds no authority with this Commission. However, it controls THE GRAY LINE INC., 1010 Eye Street NW., Washington, D.C., which is authorized to operate as a common carrier in Maryland, Virginia, Delaware, New Jersey, Pennsylvania, West Virginia, and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

No. MC-F-9403. Authority sought for purchase by (1) OVERNITE TRANSPORTATION COMPANY, 1100 Commerce Road, Richmond, Va., 23209, of the intrastate operating rights and property of RICHMOND-PETERSBURG FREIGHT LINE, 1518 High Street, Richmond, Va., and for acquisition by JAMES HARWOOD COCHRANE, also of 1100 Commerce Street, Richmond, Va., of control of such rights and property

through the purchase; and (2) EAST COAST FREIGHT LINES, 3005 West Marshall Street, Richmond 30, Va., of the interstate operating rights of RICHMOND-PETERSBURG FREIGHT LINE, and for acquisition by L. E. KEPPEL, also of 3005 West Marshall Street, Richmond 30, Va., of control of such rights through the purchase. Applicants' attorney and representative: Eugene T. Lipfert, 1035 Universal Building North, Washington, D.C., 20009, and Richmond Moore, Jr., State-Planters Bank Building, Richmond, Va. Operating rights sought to be transferred: (1) Under certificates of registration in Docket Nos. MC-34538 (Sub-No. 3) and (Sub-No. 4), covering the transportation of freight, as a common carrier, in intrastate commerce, within the State of Virginia; and (2) General commodities, except those of unusual value, and except high explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, as a common carrier, over a regular route, between Richmond, Va., and Petersburg, Va., serving all intermediate points and the off-route points of Hopewell, Va., and Federal Reformatory Camp, Petersburg, Va.; and general commodities, excepting, among others, household goods and commodities in bulk, over an irregular route, between Richmond, Va., and the Richmond Deep Water Terminal near Richmond. (1) OVERNITE TRANSPORTATION COMPANY is authorized to operate as a common carrier in Virginia, North Carolina, South Carolina, Georgia, Tennessee, and West Virginia; and (2) EAST COAST FREIGHT LINES is authorized to operate as a common carrier in Virginia, New York, Maryland, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b). **NOTE:** Docket No. MC-109533 (Sub-No. 31) is a matter directly related.

No. MC-F-9404. Authority sought for purchase by WARSAW TRUCKING CO., INC., 1102 West Winona, Warsaw, Ind., of the operating rights and certain property of ANTON H. VIDAS (deceased—LEONA VIDAS, widow and sole heir), doing business as ANTON VIDAS TRANSFER LINE, Quincy, Ill., and for acquisition by WARREN E. HYGEMA and GUY E. HYGEMA, both also of Warsaw, Ind., of control of such rights and property through the purchase. Applicants' attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich., 48226. Operating rights sought to be transferred: Such commodities as are sold by retail mail houses, as a common carrier, over irregular routes, from Quincy, Ill., to points in Illinois, Missouri, Iowa, and Wisconsin; and household goods, between points in Adams County, Ill., on the one hand, and, on the other, points in Iowa, Missouri, Illinois, and Wisconsin. Vendee is authorized to operate as a common carrier in Indiana, Alabama, California, Florida, Georgia, Iowa, Arkan-

sas, Mississippi, Tennessee, Ohio, Maryland, Arizona, Colorado, Connecticut, Delaware, Kansas, Louisiana, Maine, Massachusetts, New Hampshire, New Jersey, Rhode Island, Vermont, Pennsylvania, New York, Missouri, Illinois, Michigan, Wisconsin, North Carolina, Nebraska, Oklahoma, South Carolina, Texas, Kentucky, Virginia, West Virginia, Nevada, and New Mexico. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9405. Authority sought for control by EASTERN COAST TRANSPORTATION CORPORATION, 282 West First Street, Boston 27, Mass., of: (1) ONTARIO FREIGHT LINES CORP., 112 Phelps Street, Syracuse, N.Y., (2) EAST COAST TRUCKING, INC., 282 West First Street, Boston 27, Mass., and (3) R. F. C. TRANSPORT, INC., Rochester, N.Y., and for acquisition by MICHAEL LANDANO, ALFRED W. LANDANO, both also of Boston, Mass., and JOSEPH LANDANO, Mannisquam, N.J., of control of ONTARIO FREIGHT LINES CORP., EAST COAST TRUCKING, INC., and R. F. C. TRANSPORT, INC., through the acquisition by EASTERN COAST TRANSPORTATION CORPORATION. Applicants' attorney: James M. Walsh, 1 State Street, Boston, Mass. Operating rights sought to be controlled: (1) ONTARIO FREIGHT LINES CORP.: In pending Docket No. MC-120033 (Sub-1), seeking a certificate of registration, covering the transportation of general commodities, as a common carrier, in intrastate commerce, within the State of New York; and in pending Docket No. MC-120033 (Sub-2), seeking a certificate of public convenience and necessity, in interstate commerce, covering the corresponding rights sought in the pending certificate of registration above; (2) EAST COAST TRUCKING, INC.: General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Nashua, N.H., and New York, N.Y., serving certain specified intermediate and off-route points; general commodities, excepting, among others, household goods and commodities in bulk, between certain specified points in New Jersey, on the one hand, and, on the other, New York, N.Y.; paper and asbestos products, between Nashua, N.H., on the one hand, and, on the other, certain specified points in New Jersey; and paper, between Lawrence, Mass., on the one hand, and, on the other, certain specified points in New Jersey.

(3) R. F. C. TRANSPORT, INC.: General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Rochester, N.Y., and New York, N.Y., serving all intermediate points and off-route points as follows: Geneva, N.Y., and points in the New York, N.Y., commercial zone as defined by the Commission, unrestricted; Scranton and Wilkes-Barre, Pa., and Elmira and Syracuse, N.Y., restricted to fresh fruits and vegetables only: canned and processed foods, in containers, over irregular routes, from Rome and Rochester, N.Y.,

and points within 50 miles of Rochester, to Providence and Woonsocket, R.I., certain specific points in New Jersey, to points in Massachusetts, and Connecticut, and those in the above-specified New York, N.Y., commercial zone, as described by the Commission; *paste and sizing and cleaning compounds*, in containers, from Rochester and East Rochester, N.Y., to certain specified points in Massachusetts, Hartford, Conn., and Newark, N.J.; *sugar*, from Newark, and Hoboken, N.J., and New York, N.Y., to Rochester, N.Y.; *baked goods*, from Lowell and Cambridge, Mass., to certain specified points in New York; *composition roofing and siding, composition roofing and siding materials, and roof insulation*, from East Walpole and Norwood, Mass., to points in Pennsylvania on and west of U.S. Highway 11; *used pallets and empty containers*, from points in Pennsylvania on and west of U.S. Highway 11 to East Walpole and Norwood, Mass.

Canned and preserved foodstuffs, from South Dayton (Cattaraugus County), N.Y., to points in Connecticut, Massachusetts, and Rhode Island; *empty pallets*, from Providence and Woonsocket, R.I., certain specified points in New Jersey, points in Connecticut, Massachusetts, and those in the New York, N.Y., commercial zone, as defined by the Commission, to Rome and Rochester, N.Y., and points within 50 miles of Rochester, from points in Connecticut, Massachusetts, and Rhode Island to South Dayton, N.Y.; *infant's wear, infant's toys, incidental nursery accessories, and covers for jars and tins*, in mixed shipments with baby foods (presently authorized), from the plantsite of Gerber Products Co., located at Rochester, N.Y., to Providence and Woonsocket, R.I., certain specified points in New Jersey, New York, N.Y., and points in Connecticut and Massachusetts; and *foodstuffs* (except frozen foods and except commodities in bulk in tank vehicles), from the plantsites of Duffy Mott Co., Inc., at Hamlin, Holley, and Williamson, N.Y., to Providence and Woonsocket, R.I., certain specified points in New Jersey, points in Massachusetts and Connecticut, and points in the New York, N.Y., commercial zone, as defined in 1 M.C.C. 665. Restriction: The authority granted herein and that now held by carrier between the same points shall be construed as comprising a single operating right not severable for sale or otherwise. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9406. Authority sought for purchase by ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, Minn., of the operating rights of RAY KROG, doing business as RAY KROG TRUCKING, Route 3, Fergus Falls, Minn. Applicants' attorney and representative: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402, and Ray Krog, Route 3, Fergus Falls, Minn. Operating rights sought to be transferred: *General commodities*, excepting, among others, commodities in bulk, and household goods, as a *common carrier*, over irregular routes, between points within 20 miles of Fergus Falls, Minn. (not in-

cluding points on U.S. Highways 52 and 59 and Minnesota Highway 210), on the one hand, and, on the other, Fargo, N. Dak.; *emigrant movables and livestock*, between points in Minnesota, on the one hand, and, on the other, points in North Dakota and South Dakota; *agricultural commodities*, between Fergus Falls, Minn., and points within 20 miles thereof, on the one hand, and, on the other, points in North Dakota and South Dakota; and *farm machinery and building materials*, between Fergus Falls, Minn., and Fargo, N. Dak. Vendee is authorized to operate as a *common carrier* in all States in the United States (except Alaska and Hawaii), and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9407. Authority sought for purchase by GAY TRUCKING COMPANY, 4800 Augusta Road (mail address Post Office Box 7055), Savannah, Ga., 31408, of the operating rights of KEY TRANSIT, INC., Conyers, Ga. (mail address Post Office Box 935, Fort Valley, Ga.) and for acquisition by CHARLES C. GAY, also of Savannah, Ga., of control of such rights through the purchase. Applicant's attorney: William Addams, Room 620, 1776 Peachtree Street NW., Atlanta, Ga., 30309. Operating rights sought to be transferred: *Dry chemicals* as defined by the Commission, and *phosphatic fertilizer solutions*, in bulk, in tank and hopper-type vehicles, as a *common carrier*, over irregular routes, from Augusta, Ga., and points in Richmond County, Ga., within 10 miles of Augusta, Ga., to points in Richmond County, Ga., Alabama, Florida, Louisiana, Mississippi, North Carolina, and South Carolina; *liquid acids and chemicals*, as defined by the Commission, in bulk, in tank and hopper-type vehicles, from Augusta, Ga., and points in Richmond County, Ga., within 10 miles of Augusta, Ga., to points in Alabama, Florida, Louisiana, Mississippi. Restriction: The operations described herein shall be restricted against the transportation (1) of crude tall oil and sulphate black liquor skimmings, in bulk, in tank vehicles, from Augusta and points in Richmond County, Ga., within 10 miles of Augusta, to Bay Minette, Ala., and (2) of naval stores, to the extent any such may constitute acids or chemicals, in bulk, in tank vehicles, from Augusta, Ga., and points in Richmond County, Ga., within 10 miles of Augusta, to De Quincy and Oakdale, La., Bay Minette, Ala., and Pensacola, Fla. Vendee is authorized to operate as a *common carrier* in Georgia, Alabama, Florida, Mississippi, North Carolina, South Carolina, Tennessee, Louisiana, Missouri, Delaware, Indiana, Maryland, New Jersey, Ohio, Virginia, Texas, Kentucky, West Virginia, Arkansas, Illinois, Iowa, Kansas, Michigan, Minnesota, Nebraska, Oklahoma, South Dakota, and Wisconsin. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-4589; Filed, Apr. 26, 1966;
8:48 a.m.]

[Notice 912]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 22, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the *FEDERAL REGISTER*, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the special rules of procedure for hearing outlined below:

Special rules of procedure for hearing.

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 21170 (Sub-No. 213), filed April 15, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lafayette, Ind., to points in Iowa, Minnesota, Missouri (except St. Louis, Mo.), Wisconsin, Nebraska, and Kansas.

HEARING: May 24, 1966, in the Northeast Room, Indiana War Memorial Building, 431 North Meridian Street,

Indianapolis, Ind., before Examiner Joseph A. Reilly.

No. MC 21170 (Sub-No. 215), filed April 18, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware, glass bottles, glass jars, closures, lids, caps, paper cartons, and packing glass*, from Mundelein and Plainfield, Ill., to points in Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

HEARING: May 31, 1966, at the U.S. Courthouse and Federal Office Building, 219 South Dearborn Street, Chicago, Ill., before Examiner Theodore M. Tahan.

No. MC 113434 (Sub-No. 23), filed April 6, 1966. Applicant: GRA-BELL TRUCK LINE, INC., 679 Lincoln Avenue, Holland, Mich. Applicant's representative: Wilhelmina Boersma, 1600 First Federal Building, 1001 Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk, in tank vehicles), from the plant-site of American Home Foods Corp. at or near La Porte, Ind., to points in Michigan, Ohio, Illinois, West Virginia and Pennsylvania, and *damaged, rejected and refused shipments*, on return.

HEARING: June 6, 1966, at the Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Examiner Theodore M. Tahan.

No. MC 113651 (Sub-No. 110), filed April 7, 1966. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from the plant-site of American Home Foods at or near La Porte, Ind., to points in Ohio, Kentucky, and Illinois.

HEARING: June 6, 1966, at the Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Examiner Theodore M. Tahan.

No. MC 124211 (Sub-No. 100), filed April 12, 1966. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe, conduit and tubing, valves, fittings, compounds, joint sealer, bonding cement, primer, coating, thinner, and accessories* used in the installation of such products, from points in Mayes County, Okla., to points in the United States (except Alaska and Hawaii).

HEARING: June 13, 1966, at the U.S. Post Office Building, Northwest Third and Robinson Streets, Oklahoma City, Okla., before Examiner William A. Royall.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-4590; Filed, Apr. 26, 1966; 8:48 a.m.]

[Notice 392]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

APRIL 22, 1966.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 8948 (Deviation No. 2), WESTERN GILLETTE, INC., 2550 East 28th Street, Los Angeles, Calif., filed April 15, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Houston, Tex., over U.S. Highway 290 to Hempstead, Tex., thence over Texas Highway 6 to Waco, Tex., thence over U.S. Highway 84 to Gatesville, Tex., thence over Texas Highway 36 to Comanche, Tex., thence over U.S. Highway 67 to Fort Stockton, Tex., thence over U.S. Highway 290 to junction U.S. Highway 80 at Davis Mountain Station, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Houston, Tex., over U.S. Highway 75 to Dallas, Tex., thence over Texas Highway 114 to Grapevine, Tex., thence over Texas Highway 121 to Fort Worth, Tex., and thence over U.S. Highway 80 to Davis Mountain Station, Tex., and return over the same route.

No. MC 10875 (Deviation No. 10), BRANCH MOTOR EXPRESS CO., 114 Fifth Avenue, New York, N.Y., 10011, filed April 15, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction New York Highway 96 and Interstate Highway 490, over Interstate Highway 490 to junction Interstate Highway 90, and thence over Interstate Highway 90 to Batavia, N.Y., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From junction New York

Highway 96 and Interstate Highway 90 over New York Highway 96 to Rochester, N.Y., and thence over New York Highway 33 to Batavia, N.Y., and return over the same route.

No. MC 22214 (Deviation No. 6), ACCELERATED TRANSPORT-PONY EXPRESS, INC., 23 and 61 West Lee Street, Hagerstown, Md., filed April 12, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Hagerstown, Md., over U.S. Highway 40 to Clear Spring, Md., thence over Interstate Highway 70 to junction Pennsylvania Turnpike, at or near Breezewood, Pa., thence over Pennsylvania Turnpike to junction Interstate Highway 70 at or near New Stanton, Pa., thence over Interstate Highway 70 to junction U.S. Highway 40, at or near West Alexander, Pa., thence over U.S. Highway 40 to Wheeling, W. Va., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Hagerstown, Md., over U.S. Highway 40 to Wheeling, W. Va., and return over the same route.

No. MC 111594 (Deviation No. 8), CENTRAL WISCONSIN MOTOR TRANSPORT COMPANY, 610 High Street, Post Office Box 200, Wisconsin Rapids, Wis., filed April 18, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From the Minnesota-Wisconsin State line over U.S. Highway 12 to junction Minnesota Highway 95, thence north over Minnesota Highway 95 to junction Minnesota Highway 212, thence west over Minnesota Highway 212 to junction Minnesota Highway 36, thence west over Minnesota Highway 36 to junction Minnesota Highway 100, thence over city streets and highways to St. Paul or Minneapolis, Minn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from the Minnesota-Wisconsin State line over U.S. Highway 12 to St. Paul-Minneapolis, Minn., and return over the same route.

No. MC 115716 (Sub-No. 2) (Deviation No. 1), DENVER-LIMON-BURLINGTON TRANSFER COMPANY, 3650 Chestnut Place, Denver, Colo., 80216, filed April 18, 1966. Applicant's representative: Edward C. Hastings, 330 Petroleum Club Building, Denver, Colo., 80202. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Denver, Colo., and Oakley, Kans., over Interstate Highway 70, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Denver, Colo., over U.S. Highway 40 to Limon, Colo., thence over U.S. Highway 24 (also over U.S. Highway

40) to Oakley, Kans., and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 303) (Cancels Deviation Nos. 121 and 143), GREYHOUND LINES, INC. (Southern Division), 219 East Short Street, Lexington, Ky., 40507, filed March 24, 1966, should be corrected to described access route (a) as follows: From junction Interstate Highway 75 and Kentucky Highway 338 over Kentucky Highway 338 to Richwood, Ky. Published in the FEDERAL REGISTER April 6, 1966.

No. MC 1515 (Deviation No. 307), GREYHOUND LINES, INC. (Eastern Division), 1400 West Third Street, Cleveland, Ohio, 44113, filed April 15, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, over a deviation route as follows: From junction U.S. Highway 40 and Interstate Highways 55 and 70, east of Collinsville, Ill., over Interstate Highway 70 to junction U.S. Highway 40, east of Highland, Ill., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over pertinent service route as follows: (1) From Greenville, Ill., over U.S. Highway 40 to junction unnumbered highway via Highland, St. Jacob, and Troy, Ill., to junction U.S. Highway 40, thence over U.S. Highway 40 to Collinsville, Ill.; (2) from junction old U.S. highway and relocated U.S. Highway 40, near Highland, Ill., over relocated U.S. Highway 40 to junction old U.S. Highway 40, near Troy, Ill.; and (3) from junction bypass highway and U.S. Highway 40, approximately 2 miles northeast of Collinsville, over bypass highway to junction Illinois Highway 157 (formerly bypass highway) thence over Illinois Highway 157 to junction U.S. Highway 40, approximately 2 miles southwest of Collinsville, Ill., and return over the same routes.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-4591; Filed, Apr. 26, 1966;
8:49 a.m.]

[Notice 171]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

APRIL 22, 1966.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in ex parte No. MC 67 (49 CFR Part 240), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days

after the date notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protest must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 89693 (Sub-No. 35 TA), filed April 20, 1966. Applicant: HARMS PACIFIC TRANSPORT, INC., 1430 130th Avenue NE., Post Office Box 66, Bellevue, Wash., 98004. Applicant's representative: H. E. Barker (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer, dry fertilizer ingredients, and dry fertilizer compounds*, in bulk, from points in Spokane County, Wash., to points in Idaho in and north of Idaho County, Idaho, and points in Oregon in and east of Wasco, Jefferson, Deschutes, and Klamath Counties, Oreg., for 150 days. Supporting shipper: Harrisons & Crossfield (Pacific), Inc., 618 Second Avenue, Seattle, Wash., 98104. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash., 98101.

No. MC 96855 (Sub-No. 3 TA), filed April 20, 1966. Applicant: JOHN P. MCGOVERN, doing business as CONNER DELIVERY SERVICE, Post Office Box 3293, Tulsa, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat by-products*, as defined by the Commission in 61 M.C.C. 209, 766, in less than truckload in peddle delivery service, from Tulsa, Okla., to Fort Smith, Ark., for 180 days. Supporting shipper: Richard C. Flesch, assistant traffic manager, Oscar Mayer & Co., Inc., 910 Mayer Avenue, Madison, Wis. Send protests to: C. L. Phillips, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 350, American General Building, 210 North-west Sixth, Oklahoma City, Okla., 73102.

No. MC 109397 (Sub-No. 140 TA), filed April 20, 1966. Applicant: TRI-STATE MOTOR TRANSIT CO., 315 East 7th Street Road, Post Office Box 113, Joplin, Mo. Applicant's representative: Max G. Morgan, 450 American National Building, Oklahoma City, Okla., 73102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Radioactive materials and empty containers*, between Naval Research Laboratory, District of Columbia and Tuxedo Park, N.Y., for 180 days. Supporting shipper: Military Traffic Management & Terminal Service, Department of Defense, Washington,

D.C. Send protests to: John V. Barry, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo., 64106.

No. MC 110789 (Sub-No. 3 TA), filed April 20, 1966. Applicant: JOHN MARSHALL PHILLIPS, doing business as J. MARSHALL PHILLIPS, R.F.D. 3, Laurel, Del., 19956. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured fertilizer* (except liquid fertilizer) in bulk, in dump vehicle, from Chesapeake and Norfolk, Va., to Pocomoke City, Md., and Milton, Seaford, and Frankford, Del., for 180 days. Supporting shipper: F. S. Royster Guano Co., Post Office Box 567, Seaford, Del., 19973 (T. Lyell Garland, manager). Send protests to: Paul J. Lowry, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 206 Post Office Building, Salisbury, Md., 21801.

No. MC 111729 (Sub-No. 148 TA), filed April 20, 1966. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, De Bevoise Building, Bayside, N.Y., 11361. Applicant's representative: J. K. Murphy (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Business papers, records and audit and accounting media of all kinds* (excluding plant removals), between Detroit, Mich., on the one hand, and, on the other, Buffalo, Dunkirk, and West Seneca, N.Y.; (2) *advertising and publicity material and merchandise samples*, limited to shipments not to exceed 75 pounds per shipment, between Detroit, Mich., on the one hand, and, on the other, points in New York and Ohio; (3) *exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies* (consisting of labels, envelopes, and packaging materials) and *advertising literature moving therewith* (excluding motion picture film used primarily for commercial theater and television exhibition), between Detroit, Mich., on the one hand, and, on the other, points in Ohio (except Mahoning and Trumbull Counties, Ohio), for 180 days. Supporting shippers: Davidson Bros., Inc., 1200 East McNichols Road, Detroit, Mich., 48203; ABC Photo, Inc., 1734 West Lafayette Boulevard, Detroit, Mich., 48216. Send protests to: E. N. Carignan, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 113325 (Sub-No. 91 TA), filed April 18, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid adhesives*, in bulk, in tank vehicles, from Kansas City, Kans.

to St. Louis, Mo., East St. Louis, Ill., and Omaha, Nebr., for 180 days. Supporting shipper: H. B. Fuller Co. (Charles E. Cramer, Jr., Vice President), 200 Funston Road, Kansas City, Kans., 66115. Send protests to: J. P. Werthmann, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 3248-B, 1520 Market Street, St. Louis, Mo., 63103.

No. MC 113410 (Sub-No. 57 TA), filed April 18, 1966. Applicant: DAHLEN TRANSPORT, INC., 875 North Prior Avenue, St. Paul, Minn., 55104. Applicant's representative: R. W. Swanson (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solutions, fertilizer compounds or ingredients, in liquid form*, in bulk, in tank vehicles, from the site of St. Paul Ammonia Products, Inc., plant at or near Pine Bend, Minn., to points in Wisconsin, for 180 days. Supporting shipper: St. Paul Ammonia Products, Inc., Post Office Box 418, South St. Paul, Minn., 55076. Send protests to: A. E. Rathert, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., 55401.

No. MC 113410 (Sub-No. 58 TA), filed April 18, 1966. Applicant: DAHLEN TRANSPORT, INC., 875 North Prior Avenue, St. Paul, Minn., 55104. Applicant's representative: R. W. Swanson (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, nitrogen fertilizer solutions, fertilizer compounds, or ingredients in liquid form*, in bulk, in tank vehicles, from the site of the St. Paul Ammonia Products plant, near Pine Bend, Minn., to points in South Dakota, for 180 days. Supporting shipper: St. Paul Ammonia Products, Inc., Post Office Box 418, South St. Paul, Minn., 55076. Send protests to: A. E. Rathert, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., 55401.

No. MC 115169 (Sub-No. 8 TA), filed April 18, 1966. Applicant: MODERN TRUCK LINES, INC., 1230 North Eighth Street, Post Office Box 786, Paducah, Ky. Applicant's representative: R. Connor Wiggins, Jr., Suite 909, 100 North Main Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Peoria, Ill., Milwaukee, Wis., and Detroit, Mich., to Paducah, Ky., and *empty containers*, on return, for 180 days. Supporting shipper: Chief Paduke Distributing Co., Paducah, Ky. (Mr. George Jacobs, Manager). Send protests to: W. W. Garland, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 390 Federal Office Building, 167 North Main Street, Memphis, Tenn., 38103.

No. MC 116073 (Sub-No. 68 TA), filed April 20, 1966. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, Moorhead, Minn. Applicant's representative: John C. Barrett (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Mount Vernon, Ohio, to points in New York, Pennsylvania, Maryland, Virginia, West Virginia, Kentucky, Indiana, Michigan, Illinois, Tennessee, North Carolina, and Wisconsin, for 180 days. Supporting shipper: Kit Manufacturing Co., Inc., 1401 West 17th Street, Long Beach, Calif., 90813. Send protests to: Joseph H. Ambs, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1621 South University Drive, Room 213, Fargo, N. Dak., 58102.

No. MC 117765 (Sub-No. 41 TA), filed April 18, 1966. Applicant: HAHN TRUCK LINE, INC., 5800 North Eastern Avenue, Oklahoma City, Okla., 7311. Applicant's representative: R. E. Hagan (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients and urea, dry*, in bulk and in bags, from Oklahoma City, Okla., to Celeste, Dallas, Frisco, Hillsboro, Honeygrove, Rosebud and Sanger, Tex., for 180 days. Supporting shipper: American Cyanamid Co., Route 6, Box 186-V, Oklahoma City, Okla., 73119. Send protests to: C. L. Phillips, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 350, American General Building, 210 Northwest Sixth, Oklahoma City, Okla., 73102.

No. MC 124078 (Sub-No. 207 TA), filed April 20, 1966. Applicant: SCHWERTMAN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: Richard H. Prevette (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, in bulk, from Roberta, Ala., to Rockmart, Ga., and Hamilton, Miss., for 150 days. Supporting shipper: Southern Cement Co., 16th Floor Bank for Savings Building, Birmingham 3, Ala. Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 127769 (Sub-No. 2 TA), filed April 18, 1966. Applicant: SAM L. PALMER, 415 West Seventh Street, Cheyenne, Wyo., 82001. Applicant's representative: Robert S. Stauffer, 1510 East 20th Street, Cheyenne, Wyo., 82001. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Repossessed automobiles, trucks, and trailers*, except those designed to be drawn by passenger automobiles, in driveway service, (1) between points in Colorado, New Mexico

and that portion of Kansas lying on and west of U.S. Highway 83; (2) between points in Colorado, New Mexico, and that part of Kansas lying on and west of U.S. Highway 83, on the one hand, and, on the other, points in the United States (except Hawaii and Alaska), for 180 days. Supporting shipper: General Motors Acceptance Corp., 2006 Carey Avenue, Cheyenne, Wyo., 82001. Send protests to: Paul A. Naughton, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, D & S Building, 255 North Center Street, Casper, Wyo., 82601.

No. MC 128030 (Sub-No. 15 TA), filed April 18, 1966. Applicant: THE STOUT TRUCKING CO., INC., Box 167, Route No. 1, Urbana, Ill. Applicant's representative: W. L. Jordan, 201-2 Merchants Savings Building, 7 South Sixth Street, Terre Haute, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, from Newport, Ky., to Champaign, Ill., for 180 days. Supporting shipper: Clark Distributing Co., Champaign, Ill. Send protests to: Charles J. Kudelka, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1086, U.S. Courthouse and Federal Office Building, 219 South Dearborn Street, Chicago, Ill., 60604.

No. MC 128112 TA, filed April 18, 1966. Applicant: BABCOCK GEORGIA COMPANY, Milford Road, Colquitt, Ga., 31737. Applicant's representative: Virgil H. Smith, Suite 431, Title Building, Atlanta, Ga., 30303. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Molasses*, in tank vehicles, from points in Palm Beach, Lake, Henry, and Walton Counties, Fla., to points in Miller County, Ga., for 180 days. Supporting shipper: Swift & Co., 115 West Jackson Boulevard, Chicago, Ill., 60604. Send protests to: George H. Fauss, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Post Office Box 4969, Jacksonville, Fla., 32201.

No. MC 128113 TA, filed April 18, 1966. Applicant: BOBBY G. BAWCUM, doing business as BOBBY G. BAWCUM TRUCKING CO., Post Office Box 1, Camden, Tenn., 38320. Applicant's representative: Frank L. Hollis, Hollingsworth Building, Camden, Tenn., 38320. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bulk mussel shells and bagged mussel shells*, from points in Illinois, Indiana, Wisconsin, Ohio, and Arkansas, to Camden, Tenn., and from Camden, Tenn., to Mobile, Ala., for 180 days. Supporting shipper: John Latimer, Tennessee Shell Co., Inc., Camden Branch, Box 65, Camden, Tenn. Send protests to: W. W. Garland, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 390 Federal Office Building, 167 North Main, Memphis, Tenn., 38103.

No. MC 128114 TA, filed April 18, 1966. Applicant: PAUL E. SAVAGE, doing business as SAVAGE TRANSPORTATION COMPANY, Building 141, Airport,

Pasco, Wash., 99301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizers*, from Pasco and Hedges, Wash., to points in Oregon west of the summit of the Cascade Mountains, points in Hood River County, Oreg., and points in Idaho north of the southern boundary of Idaho County, and *rejected shipments*, on return, for 180 days. Supporting shipper: Chevron Chemical Co., Orotho Division, Post Office Box 537, Kennewick, Wash., 99336. Send protests to: L. C. Taylor, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 401 U.S. Post Office, Spokane, Wash., 99201.

No. MC 128115 TA, filed April 18, 1966. Applicant: ANDREW G. PHILIPP AND ROLAND A. PHILIPP, a partnership, 215 South Seventh Street, Osage, Iowa, 50461. Applicant's representative: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry animal and poultry feed*, from Minneapolis, Minn., to an area in Iowa on and east of U.S. Highway 69 between the Minnesota-Iowa State line and the junction of U.S. Highway 69 and Iowa Highway 3, on and north of U.S. Highway 3 between the junctions of U.S. Highway 69 and Iowa Highway 150 and on and west of Iowa

Highway 150 between its junction with Iowa Highway 3 and Calmar, Iowa, and on and west of U.S. Highway 52 between Calmar, Iowa, and the Minnesota-Iowa State line, for 180 days. Supporting shipper: Fruen Milling Co., Traffic Station Box 3172, Minneapolis, Minn., 55403. Send protests to: Charles C. Biggers, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 235 U.S. Post Office Bldg., Davenport, Iowa, 52801.

No. MC 128123 TA, filed April 20, 1966. Applicant: LLOYD THORSGARD AND KENNETH THORSGARD, a partnership, doing business as NORTH CENTRAL TRANSPORTATION, Northwood, N. Dak. Applicant's representative: Robert E. Swanson, 1211 South Sixth Street, Stillwater, Minn., 55082. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bags, from Duluth, Minn., and Superior, Wis., to points in North Dakota and Rosholt, New Effington, and Veblen, S. Dak., for 180 days. Supporting shippers: Cutler-Magner Co., 1116 Fidelity Building, Duluth, Minn., 55802; Huron Portland Cement Co., 13th Floor, Ford Building, Detroit, Mich., 48226; Universal Atlas Cement, Division of United States Steel Corporation, 100 Park Avenue, New York, N.Y., 10017. Send protests to: Joseph H. Ambs, District Supervisor, Bu-

reau of Operations and Compliance, Interstate Commerce Commission, 1621 South University Drive, Room 213, Fargo, N. Dak., 58102.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-4592; Filed, Apr. 26, 1966;
8:49 a.m.]

[No. MC-C-5086]

PETITION SEEKING CARRIER STATUS OF RAIL-AFFILIATED MOTOR CARRIERS

Time For Filing Views Extended

APRIL 21, 1966.

At the request of interested persons, the time for filing written statements of data, views, or arguments in favor of or against the above-described petition is extended to June 13, 1966. The presently assigned date is May 2, 1966. An original and 5 copies of such data, views, or arguments should be filed with the Commission at its office at Washington, D.C.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-4594; Filed, Apr. 26, 1966;
8:49 a.m.]

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